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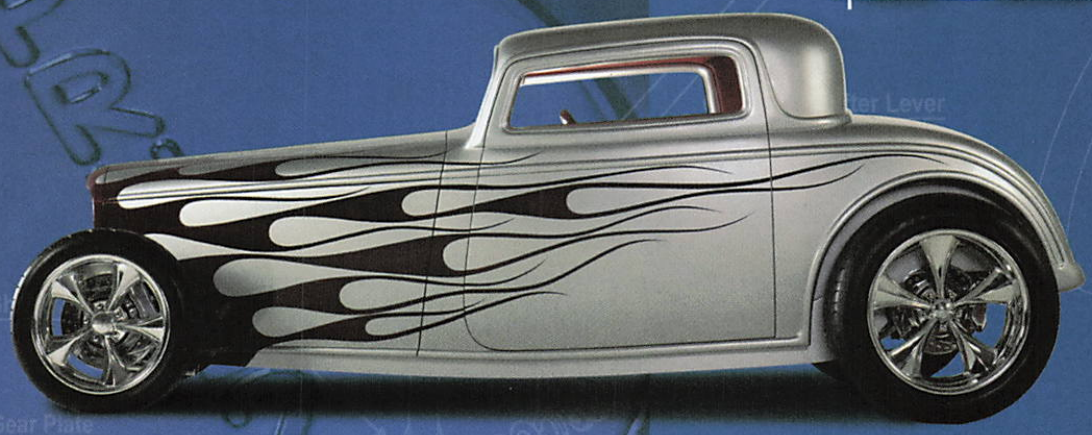

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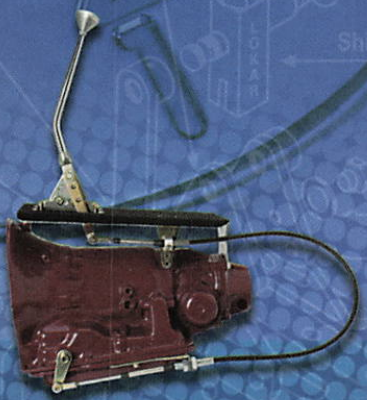

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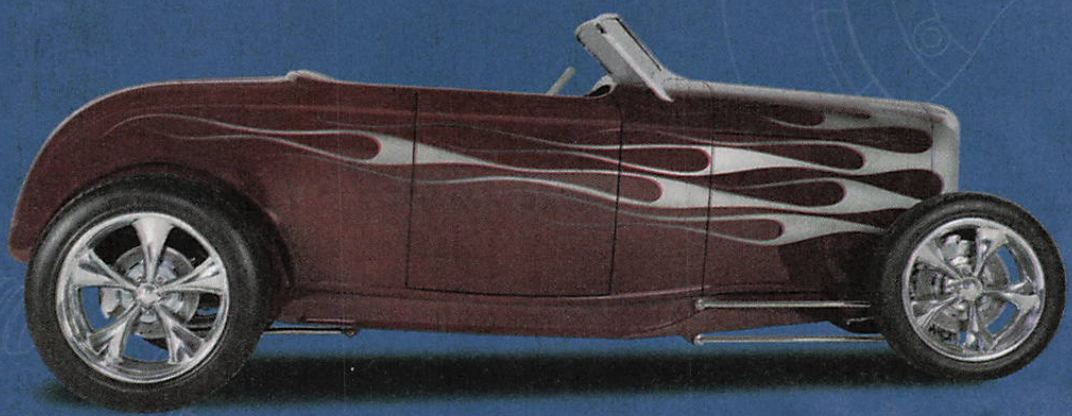

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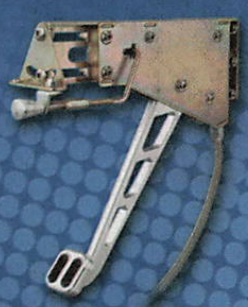

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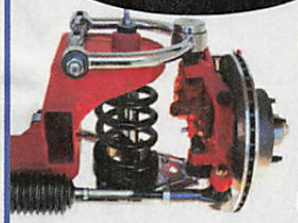

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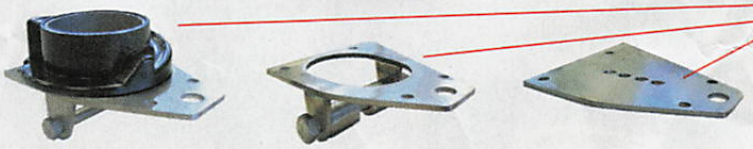

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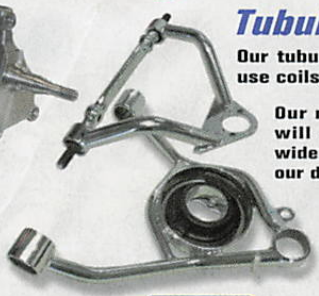

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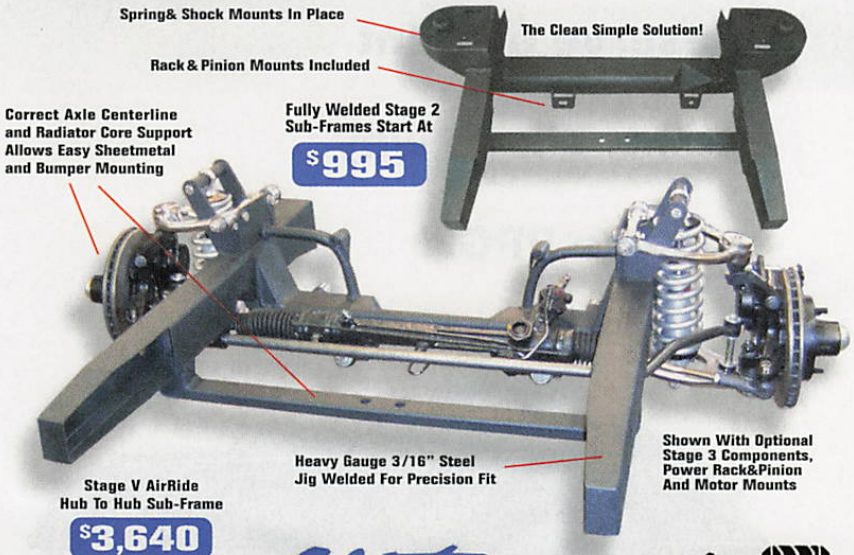
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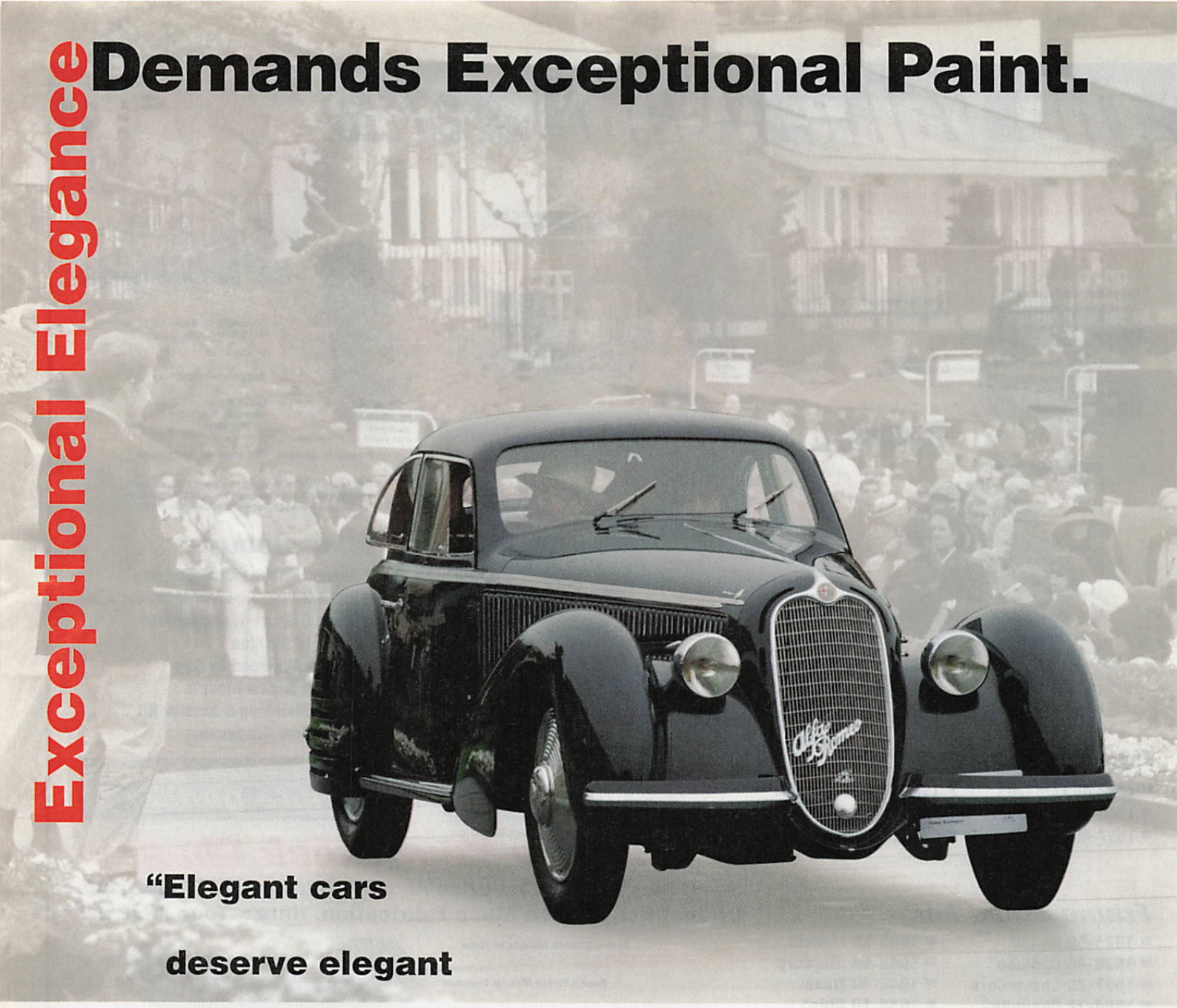

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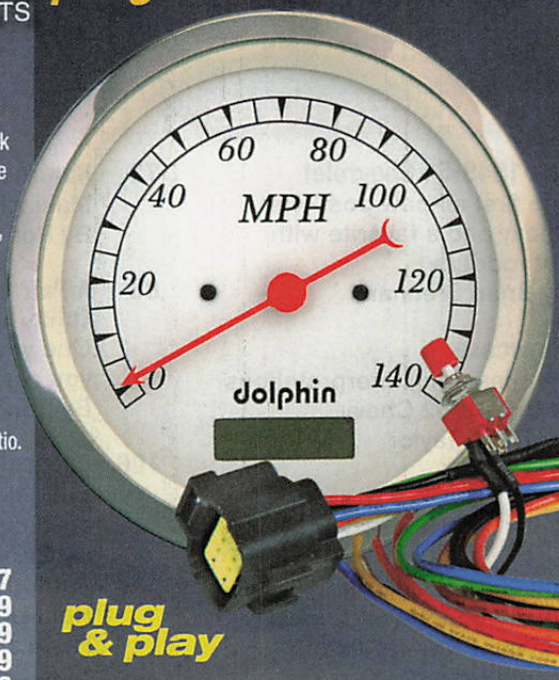

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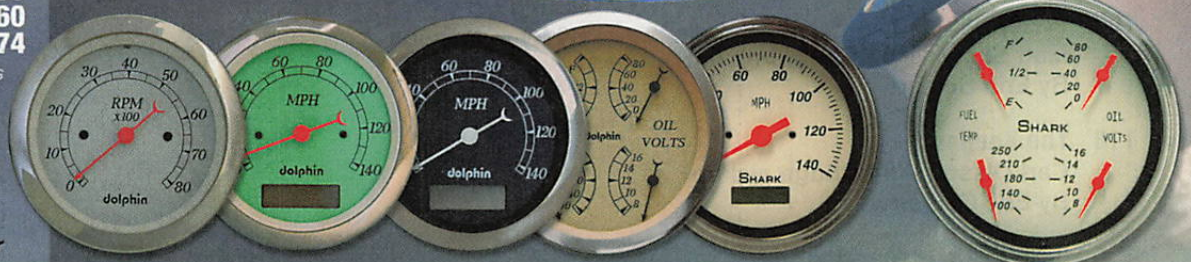

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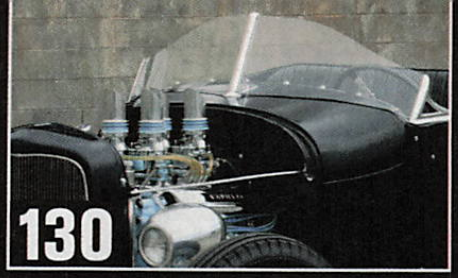
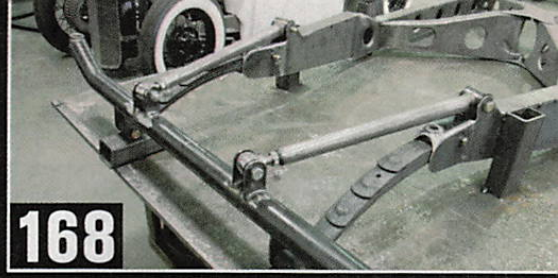
STREET RODDER (ISSN 0277-5735) September 2009, Vol. 38, No. 9 is published monthly by Source Interlink Media, LLC, 261 Madison Avenue, 5th Floor, New York, NY 10016. Periodicals postage paid at New York, NY, and additional mailing offices. Copyright ©2009 by Source Interlink Magazines, LLC. All Rights Reserved. **SUBSCRIPTIONS** U.S. and U.S. possessions $29.95 for 12 issues. Canadian add $12.00 postage (includes GST) and all other countries add $24.00. Payment in U.S. currency only. CBN 129791596RT. Canada Post Publications Mail Agreement No. 40612608. Canada Returns to be sent to Bleuchip International, P.O. Box 25542, London, ON N6C 6B2 Canada. **POSTMASTER** Send address changes to: STREET RODDER, P.O. Box 420235, Palm Coast, FL 34142-0235.





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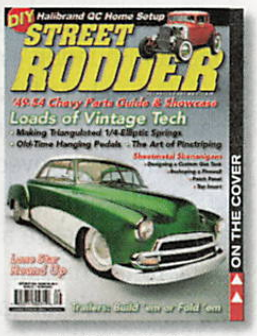

ON THE COVER: It's that time of the year again when the AMSOIL/*STREET RODDER* Road Tour project is unveiled. Our 1952 Chevy Bel Air is already on the road in the capable hands of Jerry Dixey; well, as capable as he is capable of! (Photograph by Randy Lorentzen)

INSET: It doesn't get any more traditional in the world of hot rodding then the '32 Ford five-window highboy belonging to Mike Thompson. Hailing from Washington, the car has plenty of history hiding beneath the chopped top of the Olds-powered coupe. (Photograph by Dale Moreau)

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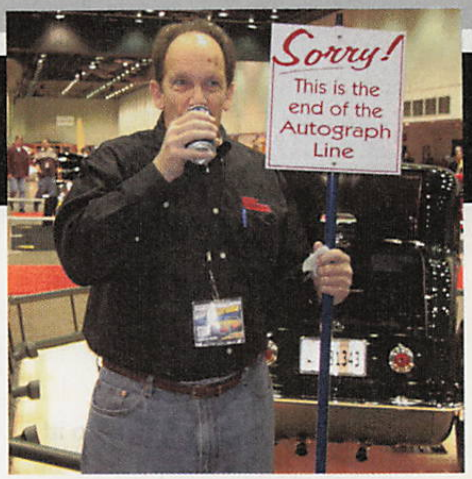
BY BRIAN BRENNAN | brian.brennan@sorc.com

It's all about each of us



It doesn't matter if you have been around cars for a short period or a great deal of time—all of us have, are, or will be exposed to car clubs. Even if you aren't the joining type you still know about car clubs, have friends who are members, or have on occasional thought about belonging to one yourself.

For starters, my very first exposure to my editorial life at *STREET RODDER* brought me into contact with the Roadster Roundup event in Solvang, California, back in 1971. It was here I was exposed to the likes of the L.A. Roadsters, the Bay Area Roadsters, and other car clubs. While the cars proved to be as different as their owner's personalities the one tethering fact was undeniable—the car club experience allowed each of them to enjoy their hobby to the fullest.

If it weren't for car clubs I dare say there would be far fewer worthy events to enjoy. The car club mentality of working toward a greater good comes from the membership and that makes all of these events, indoor and outdoor, come to fruition. Arguably one of the greatest indoor events is the Detroit Autorama (57th year) and, if it weren't for the likes of the Michigan Hot Rod Association (in collaboration with the Championship Auto Show Inc.), it wouldn't exist. If it weren't for numerous car clubs that give of their time and talents events like the National Street Rod Association's Nationals (39th year) held annually in Louisville, Kentucky, it wouldn't have enjoyed its streak which began in the early '70s. And then there are events like the L.A. Roadsters Father's Day Show and Swap Meet (50th year) held each June, which has gained national prominence and draws rodders from around the country and the world. Another mid-summer gala is the Back to the '50s event (42nd year) produced by the Minnesota Street Rod Association, which draws approximately 10,000 cars of mixed genres for a thoroughly enjoyable event. Without the likes of these and hundreds of other car clubs, events would cease to exist but more importantly the friendships, often forged for life, would no longer be. That would be the greater loss.

Truth be told, any of us could do without our cars. Granted, there would be a void we would attempt to fill in some other fashion but, the fact is, life goes on. However, try and deal with life having no friends and that is a matter with little or no upside. An experience even for someone as cantankerous as me would not want to experience.

Ironically I have spent the majority of my rodding life outside of a car club but I can say that the best times I have experienced have been, and hopefully will be, with fellow car club members. In each instance it was the fellowship of experiencing the fun with cars that has kept me close to both the members of past car clubs, and is the strong bind I have with the members of my current car club.

Just this past weekend we had our yearly voluntary safety inspection. The truth be told, it was just an excuse for us to get together and do something else with our cars, enjoy each others company, and maybe find out a thing or two that might need some attention on our hot rods. (Mine could use a fresh set of kingpins). I am a member of the California Roadsters and fellow club member Jerry Kugel of Kugel Komponents offered up his expertise and shop for the club inspection. As near as I could tell, Jerry did all the work while the rest of us talked cars, the financial mess the state of California is wallowing in, and how come our cars are so dirty. Well, mostly mine—turns out hot rods can do a lot of things, but wash and wax itself isn't one of them.

I have attended the L.A. Roadsters, my former club's, 50th anniversary, and will be attending the 50th anniversary of the Bay Area Roadsters to meet up with old friends once again. The cars are great but I believe I also do this because of the friendships which started many decades ago but have easily withstood the test of time. Let me close by saying, "A job well done" to all the car clubs out there. Without them our hobby would be worse for the loss. SR

(Editor's note: I wrote this editorial on Memorial Day and would like to dedicate my humble attempt at a moment's worth of entertainment to all those who have worn or are wearing the uniform of the day. I thank you for allowing me to sleep peacefully, to awake refreshed and with renewed excitement knowing that I am doing what I wish to do and my family is safe. The only enemy I faced on this day is a magazine deadline, and I will survive this "battle" because I rest knowing all have pledged some and some have pledged all to not rest. BB)

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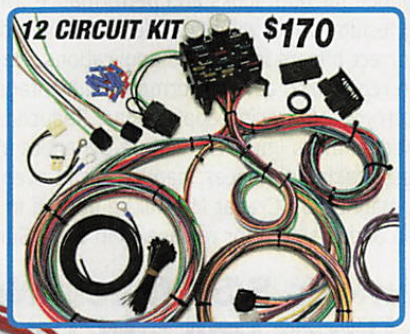

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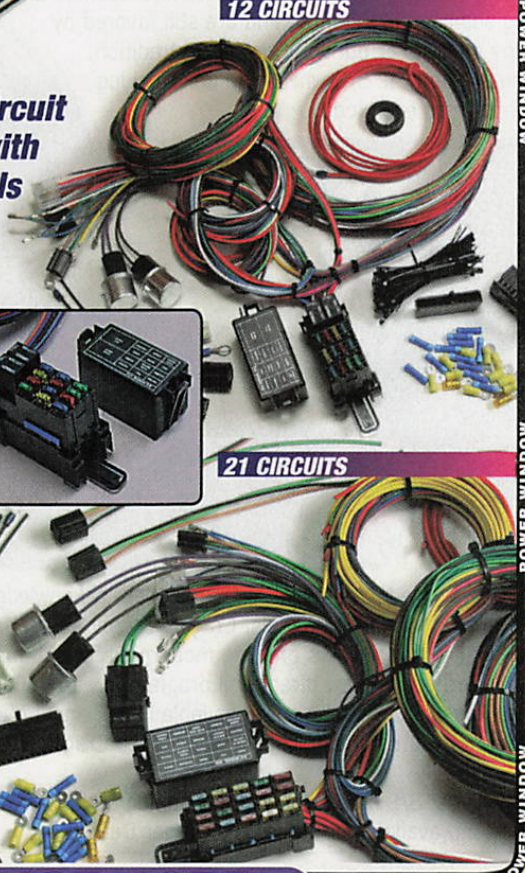

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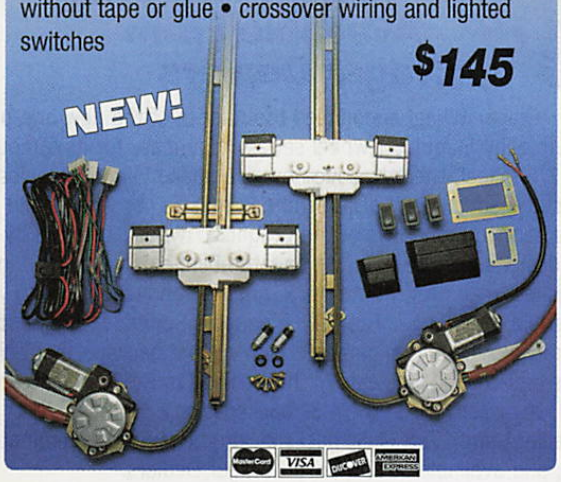

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CRAGAR NEWS

A Cragar Communications Update

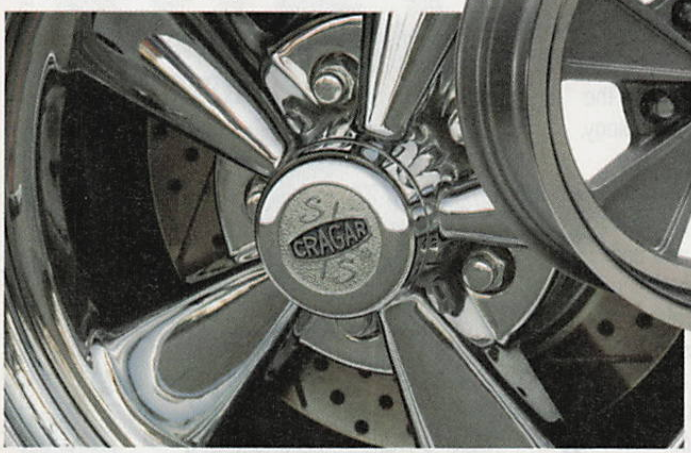
Cragar Mg Magnesium Wheel Coming Soon

In April, Cragar announced final development and a scheduled Summer limited release of the Cragar Mg, a high strength-to-weight ratio 100% magnesium aftermarket wheel for late model Mustangs, Challengers, the 2010 Camaro and other late model muscle cars. Designed for both looks and performance, the 20x9" authentic magnesium wheel will be produced in limited numbers and offered in correct offsets for muscle applications. Magnesium has long been recognized as a performance advantage in aerospace, motorcycle and racing applications. Reduced wheel weight and rotational mass improves vehicle dynamics including acceleration times, braking distances, handling, and even fuel consumption. The magnesium Cragar Mg will be offered in an anti-corrosive silver finish and is slated for release to in early Summer, 2009.

Cragar Mg Mag Wheel

Famous S/S Wheels Now Available in Direct Drill and Traditional Uni-Lug Designs

The Cragar S/S wheel is now offered in both the traditional universal lug ("uni-lug") bolt setup, and a new direct-drilled mounting system, with conically seated lug nuts. The Cragar S/S is an icon of the hot rod and muscle car world and has been offered for years with the uni-lug mounting system. Historically, most of the famous hot rod mag-style aftermarket wheels featured universal lug bolt patterns with oval lug slots which allowed wheels to accommodate multiple bolt patterns. Uni-lug wheels require special concentric washers and mag shank-style lug nuts, and are still favored by many muscle car purists. Sticking to tradition, Cragar offers the S/S wheel with universal lug bolt patterns even today.



However, while the performance marketplace acknowledges the original authenticity of uni-lug wheels, Cragar recognized that many modern car owners and builders prefer a modern direct drill mounting system and launched the new direct drill program in early 2009. The direct drill Cragar S/S series is now available in 15" and 17" diameters, in a variety of widths and finishes at authorized Cragar Dealers.

Both Cragar S/S mounting systems, uni-lug and direct drill, are in stock and available at authorized Cragar Dealers.

Cragar Steel "Delux" Wheel for Rat Rods, Traditionals & Lowered Kustoms

The Cragar "Delux" is a smoothie-look, exposed-lug wheel built by Cragar for Rat Rods, Traditionals and other lowered Kustoms. The "Delux" is offered in satin black or raw steel (unpainted and unfinished) in 15" diameter with widths from 4.5" to 14". For a cool one-off look, try pinstriping a set of Delux's and add a set of Spyder Caps.

Eliminator Series Available From Cragar Dealers

Cragar Wheel announced the release of the new one-piece aluminum alloy Eliminator wheel series. Legendary for its famous Cragar S/S wheel, the attractive new five-spoke Eliminator adds to Cragar's authentic lineup of hot rod and muscle car wheels and harkens back to early days of the Cragar GT wheel. Inspired by Cragar designs from back in the day, the Eliminator is offered in four finishes: mag grey, matte black, hi-polish and chrome, with machined lip and flange. The new Eliminator Series features popular performance sizes and engineered with correct backspacing, bolt patterns and conical lug seats for hot rod and muscle car applications: 15x7 (4" backspacing), 15x8 (4.5" backspacing), 17x7 (4.25" backspacing) and 17x8 (4.5" backspacing). The Cragar Eliminator is in stock and available at authorized Cragar Dealers.

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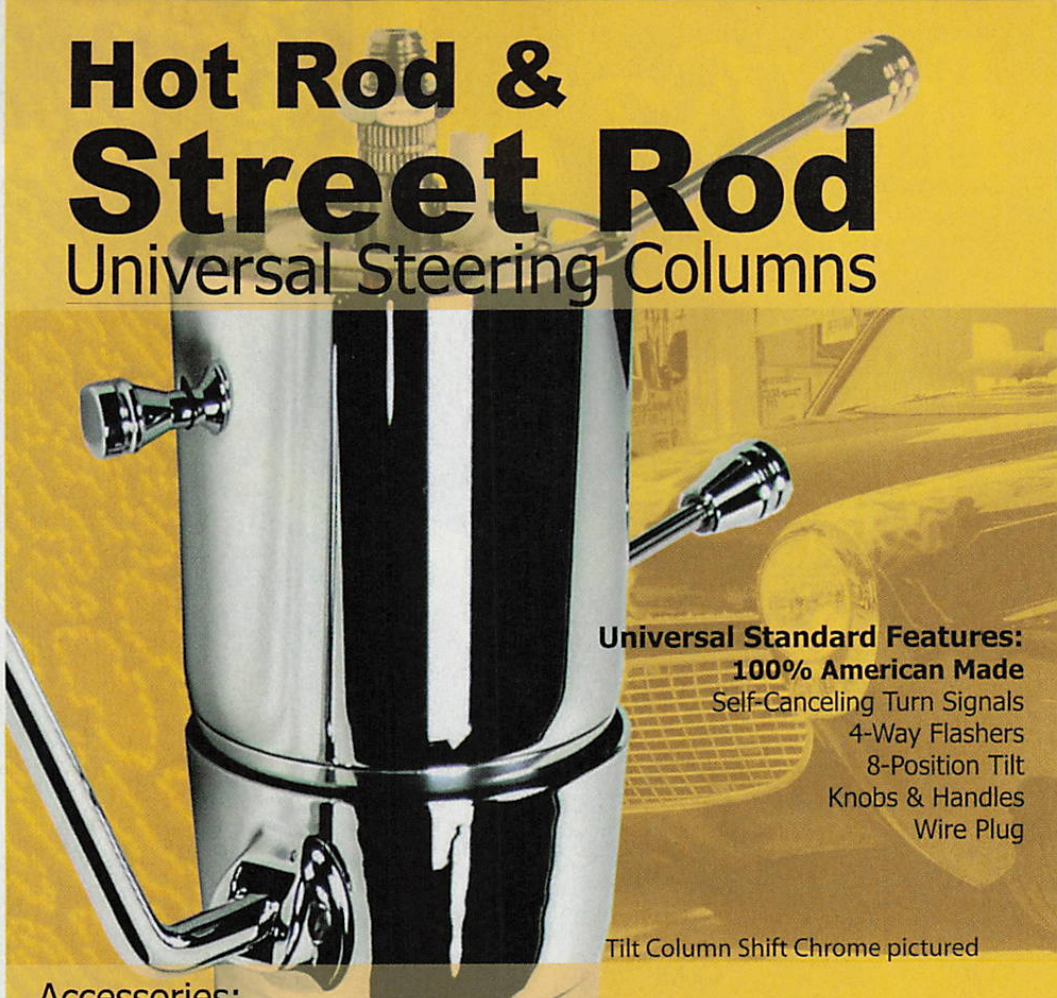

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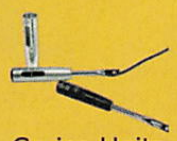
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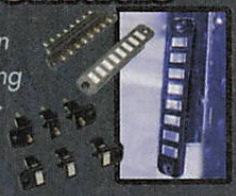

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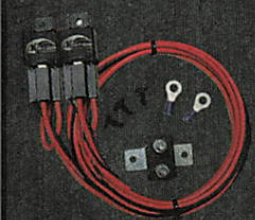

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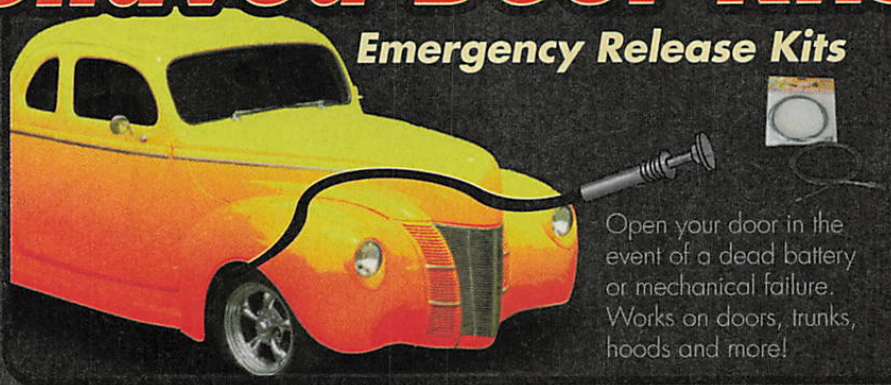

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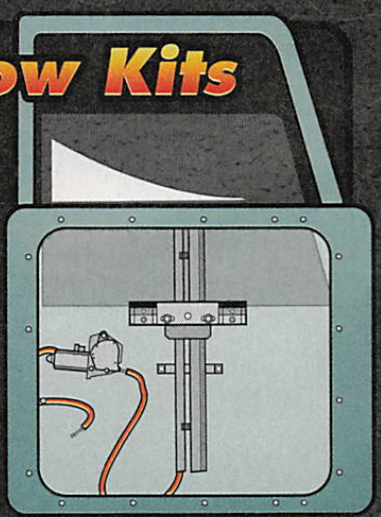

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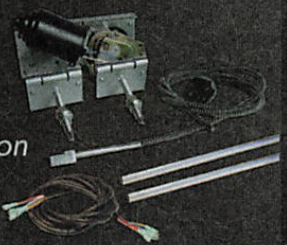

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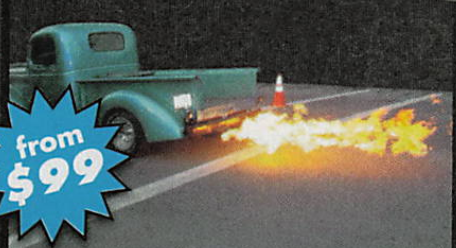

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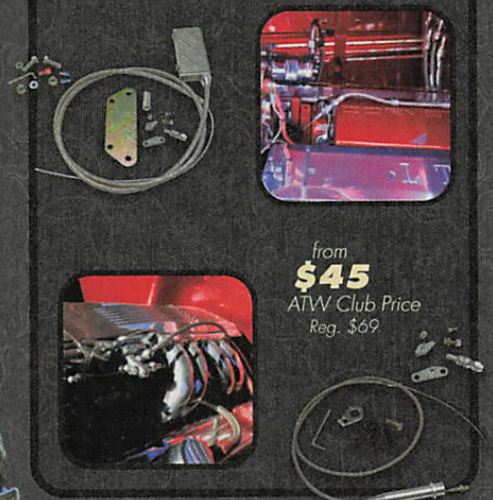

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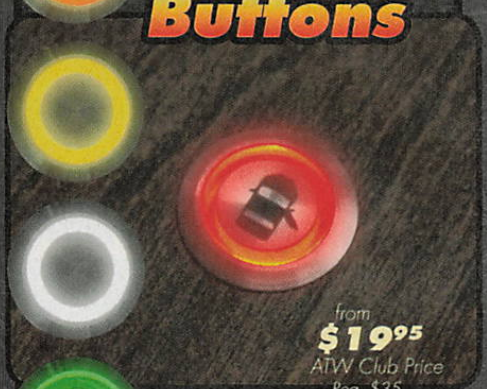

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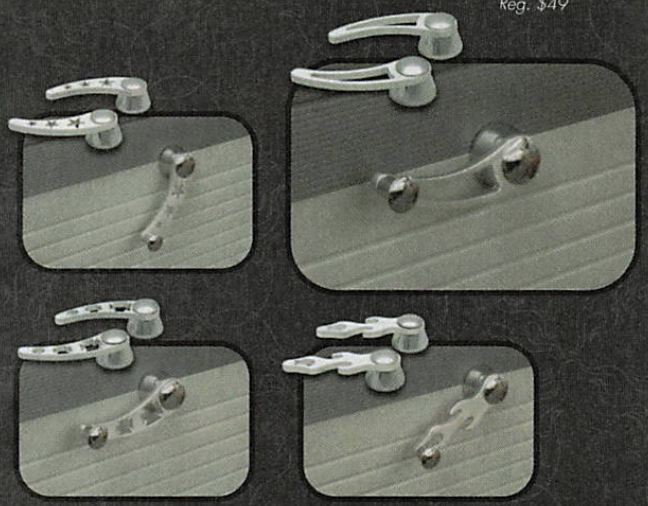

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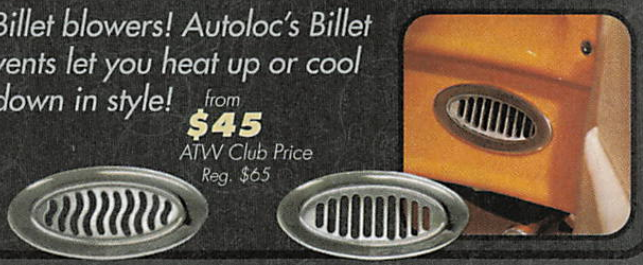

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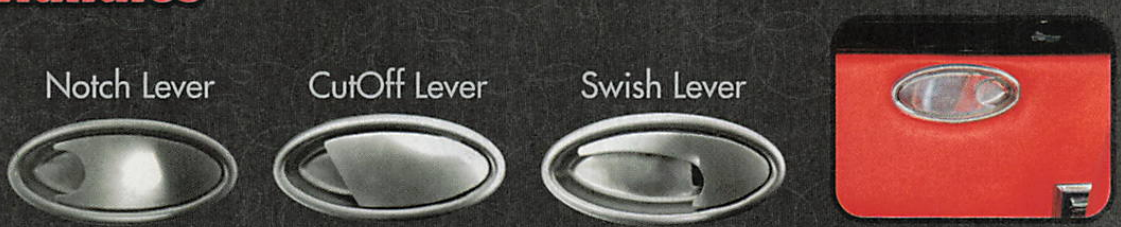

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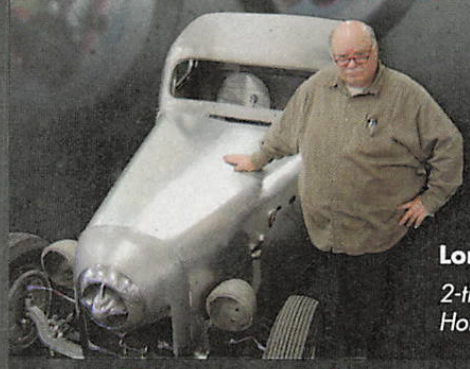

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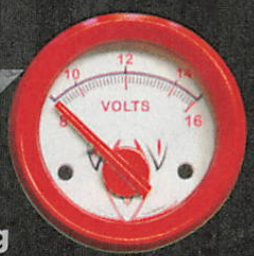

Note: diagram does not show included glass.

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BY JIM RIZZO | jim.rizzo@sorc.com

75th Anniversary '34 Hot Rod Pedal Car Give-Away

The iconic '34 hot rod celebrates its 75th Anniversary in 2009. Earlier this year Classic Automobilia introduced their limited-edition pedal car to commemorate this milestone in rodding. *STREET RODDER* Magazine and Classic Automobilia are teaming up at the 40th NSRA Street Rod Nationals to give away two of these sidewalk street rods. Featuring 75th Anniversary graphics by artist Guy Shively, a chrome grill and a limited production run of 300 red and 300 black, these are great for the grandkids or perfect on a shelf as a collectors item.

Stop by the *STREET RODDER* Magazine booth at the 40th NSRA Street Rod Nationals in Louisville this August. Register to win one of the Classic Automobilia '34 Hot Rod Pedal Cars. The drawing will be held at noon on Sunday August 9 in the *STREET RODDER* Magazine booth for one red and one black car. You do not need to be present at the drawing to win. Check out the complete line of cool pedal cars, coolers, trikes, and room decor Classic Automobilia has to offer at www.classicautomobiliausa.com.

THE WILLY'S GARAGE TOUR:

From The 40th Street Rod Nationals to the Salt Flats

This August a milestone will be reached in Louisville, Kentucky. Over 10,000 street rods will gather at the Kentucky State Fairgrounds and Expo Center to take part in the 40th Annual NSRA Street Rod Nationals, the largest participant street rod event in the world. The '09 edition of the Nationals also marks the end of one era and the beginning of an exciting new chapter in our hobby. With the recent announcement that the vehicle years will be extended at all the NSRA events in 2010, the 2009 Street Rod Nationals will be the last time that the annual event will be limited to 1948 and earlier body styles. As the Street Rod Nationals are wrapping up in Louisville, the 61st Bonneville Speed Weeks is just beginning about 1,700 miles to the west of Kentucky. On Sunday afternoon August 9 in Louisville almost 50 vehicles will pull out of the Nationals and begin the trip to Wendover, Utah, as the AMSOIL/*STREET RODDER* Willy's Garage Road Tour travels from the Nationals to Speed Week.

We will spend Sunday evening in St Charles, Missouri, just west of St Louis. Our first day's journey will end in Lincoln, Nebraska, the home of Speedway Motors. Joyce and Bill Smith have welcomed many Road Tours over the years and a visit at the Smith Collection of American Speed is a high point of any tour. The museum houses without a doubt the most incredible collection of vintage hot rod and racing equipment, accessories, memorabilia, and vehicles on the face of the planet.

Tuesday we will make the drive across the long flat plains of Nebraska. Our destination for the evening is the Wild West town of Cheyenne, Wyoming. Cheyenne is the point where the rolling grazing land of the Midwest ends and the climb into the Rockies begins. After resting ourselves and our horses in Cheyenne Tuesday evening, Wednesday will begin with spectacular scenery as we cross Wyoming and really experience the beauty of the Rocky Mountains. After crossing into Utah we will descend down into the Salt Lake City area. The party on Wednesday night is at Willy's Garage in West Valley, Utah. Willy's Garage is not a garage at all but a brand new line of premium car care products. The Willy at Willy's Garage is owner Bill Williams, who has spent 35 years in the street rod industry and saw the need for a high-end line of car care products. Willy's Garage is also the home of the North American distribution center of Iwata spray guns and airbrushes. On display is art work from 16 of the greatest airbrush artists in the world. It will be a great party at Willy's Garage headquarters Wednesday evening in West Valley, Utah, and everyone in the area is invited to join us.

Thursday morning, August 13, we will be up early as we make the 90-mile run to Bonneville to enjoy the final two days of Speed Week in Wendover. Thursday and Friday on the salt and the activities each evening in Wendover will be a great way to wrap up our Willy's Garage Tour. From the excitement of the 40th NSRA Street Rod Nationals to the spectacle of Speed Week at the Bonneville Salt Flats, it will surely be a week to remember. For more details on how to join us on the Willy's Garage Tour check out the Road Tour section of our website www.streetrodderweb.com or call the Road Tour Hotline at (800) 664-1362. I hope you can join us on this or any other AMSOIL/*STREET RODDER* Road Tours this summer.

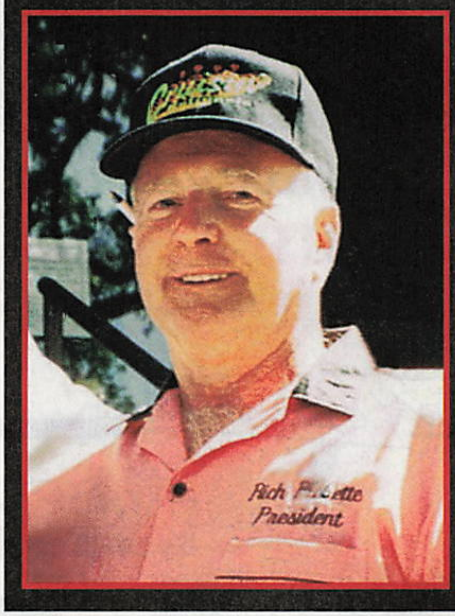
INAUGURAL SEMA CAR SHOW CRUISES INTO PASADENA

The Inaugural SEMA CARES Car Show will take place inside the newly remodeled Pasadena Convention Center in Pasadena, California, on Saturday, August 1, 2009. In all, more than 200 vehicles representing every facet of the car culture. "We hope this enthusiast Car Show will become the showcase event of the summer, and grow each year so that we can raise more money for two deserving children's charities," said Mike Spagnola, chairman of the SEMA Cruisin Old Town car show, and president of Street Scene Equipment based in Costa Mesa, California. While SEMA is a trade association and the world-famous SEMA Show is a trade event that is not open to the general public, the SEMA CARES Car Show is a unique event that is open to all enthusiasts. "Our emphasis is to support Childhelp and Victory Junction Gang Camp," Spagnola said, explaining that proceeds from the Car Show will benefit the two groups. Founded in 1959, Childhelp provides services to abused and neglected children, while the Victory Junction Gang Camp provides life-changing camping experiences to disabled and chronically ill children.

Trophies will be awarded for Best Engine, Best Interior, Best in Show and People's Choice. The winner of the People's Choice Award will have an opportunity to attend the trade-only SEMA Show in November, with free hotel accommodations in Las Vegas. The day will also include the 2nd Annual SEMA CARES Pinewood Drag Races, which last year helped raise more than $40,000 for these two children's charities. Presented by eBay Motors, the pinewood race will feature more than 250 cars in three classes (stock, modified and unlimited). Participants will be able to sponsor a child's car, thereby serving as team owner and racing it under the child's name. Registration fees for the pinewood races range from $125 to $200, depending on the vehicle class. Vehicle applications are available online at www.sema.org/carshow; tickets to attend the Car Show will be available at the door on the day of the event. Registration for the Pinewood Drag Races is available at www.sema.org/derby.

Department of Corrections

In the July issue of *STREET RODDER* we mentioned the passing of Rich Pichette, the founder of West Coast Kustoms. However, Rich is still alive and we regret the mistake and any confusion this error may have caused. *(Ed's note: We didn't mention Rich "moved on"—that credit solely belongs to Eric.)*



Intercity Lines joins the Road Tour Family

The AMSOIL/*STREET RODDER* Road Tour program is all about driving your car. The eight-week-long tours travel literally across the United States during the summer months. Some of the tours cover as many as 1,800 miles during the week's journey. While most folks turn around and make the trip back home after the tour, there are many people who would like to participate but just do not have two weeks to make the trip both directions. "We had folks that wanted to take some of our tours but wondered if there was a good way to get their car back home safely without spending another week on the road" says Jerry Dixey, Road Tour Director. "I was also approached by some East Coast rodders who wanted to participate in the fall West Coast tours but could not make the 2,400 mile trip out and back due to time restraints."

After some investigation it was decided that Intercity Lines was the best choice to fill the needs of those folks that needed to get their car back home after a long Road Tour run. With customers like Barrett-Jackson, RM Auctions and the Peterson Museum, it is obvious that the folks at Intercity know how to handle the prized positions of the Road Tour participants. Owner Dave Wilson and his team use only fully-enclosed trailers and offer door-to-door service. There will be some special transportation packages put together this summer to accommodate Road Tour participants on the longer runs such as the Willy's Garage Tour from the NSRA Street Rod Nationals to Speed Weeks at Bonneville in August. Plans are also being made to put a group together to use Intercity to make the trip from the East Coast to the West Coast this fall to participate in the Sherm's Plating and NHRA Hot Rod Reunion tour this fall.

Watch *STREET RODDER*, check out the details at our website www.streetrodderweb.com, or give Intercity Lines a call at (800) 221-3936 to get all the details about this exciting new program. It is sure to help even more folks enjoy the fun of an AMSOIL /*STREET RODDER* Road Tour.

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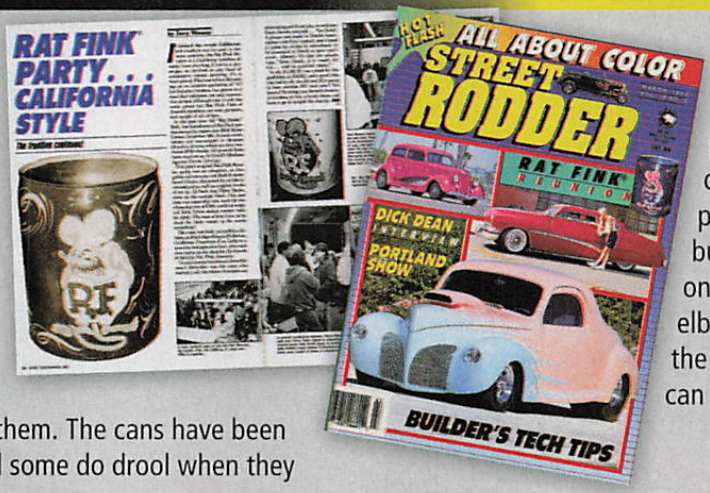
BY BRIAN BRENNAN | brian.brennan@sorc.com

MORE ON 20 YEARS AGO

In regards to the column recalling the Rat Fink Reunion in the March, 2009 issue of SR:

I bought two of the three 5-gallon paint cans at the party. I bought the big one pictured (purple) painted by Big Daddy, Kim Dedic, and Bob Spina (orange); they all signed them. The cans have been here in my office ever since and some do drool when they see them.



Just thought you might want to know what happened to them and, by the way, an Italian boy bought the yellow one (or you could say I let him). I felt bad because we were the only ones bidding—all others were drunk. The purple one was on the cover of the March '89 issue and a picture of me inside with my buddy's wife bidding, standing on a workbench every time I elbowed her leg. Oh yeah, I keep the March '89 issue in the paint can still.

Tom Joseph
Southern Rods & Parts
Greer, SC

Tom, glad you keep both your Big Daddy memorabilia and your issues of SR handy!

BARRIS AMBR HOT ROD

I've been scanning old pics and came across one from May of 1980 at the Portland Swap Meet. Here was Barris' *AMBR* winner up for sale. I believe the asking price was around $12,000. The guy had a photo book full of literature about it. As I recall it was in amazing condition.

After a while I found an article on past *AMBR* winners, and there it was. Then I started to see articles on how it was built in the "little page magazines." Personally I think it's a bit over the top, but that's what dates it so well.

Now I gotta go get out in the shop. As soon as I finish my '66 Bug and '62 Falcon, I can roll in my '38 and '41 Ford pickups. The '41 is in pieces. I thought I'd bolt it together and sell it to help the cost of the '38, Any takers?

Chris Wikstrom
Via the Internet

Chris, thanks for taking us down memory lane with the Barris AMBR *winner from 1962. One can only imagine how many very cool photos were taken by rodders of famous cars and now the cars and photos are just parked in someone's memory file!*

GNRS Praise

Just finished reading the June issue of *STREET RODDER.* What an "ego builder." I talked to my brother (who worked back scene) and he is as amazed as I am to see how the show has evolved and keeps attracting new converts. This show certainly disproves the idea that we are a nation with short attention spans and passing fads.

You really created a wonderful picture of the "early days" and I'm sure it brought smiles to many people.

Keep in touch and thanks again for such a great piece.

Mary Slonaker
Via the Internet

Mary, thank you for the praise of our coverage, it was a staff effort and all were happy to be part of it. We couldn't have done it without the dedication and ground-breaking efforts of yourself and Al. We are very happy to continue to bring to our readers events such as the GNRS, *as it is a cornerstone of our hobby.*

NSRA AND CUTOFF DATE

(Editor's Note: It appears rodders have an opinion, no surprise there, with the NSRA moving its cutoff date and we have the letters to prove it. The favorable letters need no explanation but we thought in the interest of showing both sides of the proverbial coin we would print two unfavorable opinions. Of course, this also allows me the opportunity to illustrate the position we at STREET RODDER *hold on this subject.—B.B.)*

No doubt you have heard what many of us have heard about: the National Street Rod Association (NSRA) vehicle year change in 2010. Their plan is to change all of their events and open them to vehicle years to include pre-1980.

I cannot tell you how close to tears this brings so many of us. Being a paying NSRA member and having attended 30-plus Street Rod Nationals I am very disappointed by their decision.

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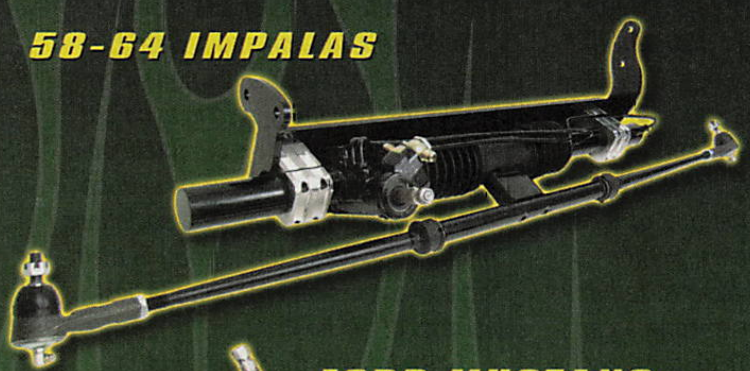

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What I am writing you about is this: How may I best help convey to your magazine the importance that you cover this change in as swift and in as fair a manner as possible?

I and others understand the NSRA is a business, and needs to stay in business for such events to take place. However, we would like to see the NSRA make every effort to keep at least the Street Rod Nationals a pre-1949 vehicle event.

I would be willing to assist in any way possible to help in that effort. It has taken an unbelievable amount of work by fellow volunteers, sponsors, vendors, and NSRA staff to make the NSRA Nationals the event it is today. I want to do all I can to help insure that the spirit of that event being pre-'49 vehicles is preserved. What can I do to help you convey our feelings so it does not fall prey to other "forces" pulling it in a different direction?

Ron Herrmann
Andover, MN

Well, it's gone—the last bastion of the real street rods. The NSRA has moved the cutoff year to cars 30 years old or older. What will they change their name to now? It is no longer for street rods. How about Not for Street Rods Anymore? I can't wait to be parked next to the lowriders, minivans, rice rockets, etc...with their mega loud boom boxes going full tilt. What has happened to our hobby? Is there no organization left that believes in the old traditional hot rods? It would seem we need some brave soul to step up and start a new organization dedicated to real street rods and hot rods.

We all know it's all about the money, but that could have been solved very easily. Just boost the membership fee form $25 to $50 and the event fees from $25 to $50, viola, double your income and keep the true rodders happy! Now was that so hard? Were we even asked about changing? No! You should have heard the negative comments at the Western Nats. And at the ladies tea they actually booed the announcement. Many NSRA members (myself included) vowed to boycott all the events unless NSRA comes to its senses.

Joe McIntyre
Via the Internet

Ron and Joe,

This debate has carried on for at least 30 years—in fact, the late Bill Burnham in his SR column (In Bill's Eye) dated March of '89 wrote about this very subject. Bill commented on the health of the hobby/sport/industry (take your pick) and was pleased at the then-current state of affairs, and rightly so with 11,202 rods at the '89 St. Paul Nats. In the last paragraph he writes, "Rodders who constantly tinker with success or fix stuff that ain't broken worry me." I understand his point but I was and always will be one of those rodders who just tinkers; Senior Editor Ron Ceridono likes to tell any and everyone that I can tune a car until it doesn't run! True, but I always figured he would help me get it back to where it would run and the fun was in the learning (and listening to him bitch!). My philosophy is that maybe, just maybe, I will come upon something even better. I believe this is the very foundation hot rodding was built upon—"There is always a better way."

We at STREET RODDER *are aware of the NSRA's decision to convert to a "rolling" cutoff date beginning with its 2010 events. I interviewed Vernon Walker (one of the founders of the NSRA) on this very topic for the August '09 issue of SR. It should come as no surprise that SR (through its staff) is an advocate of expanding the years of coverage not only on the pages of SR but at all events. (Here's a piece of SR trivia, one of the first SR project cars was a mid-'60s era VW that was turned into a Baja Bug. In those days a hot rod was, well, a hot rod!)*

You understand one aspect why the NSRA is moving in this direction—expand business opportunities. The magazine as well as the NSRA (and I should add Goodguys and other organizations and associations) have noted a drop in participants resulting from the "graying" of our industry. Through the inclusion of later-model cars (and trucks) there is the immediate benefit as well as the long-range gains to be realized from younger participants becoming involved now and in the future. We won't be the ones driving this industry in a few years and as such we should leave a legacy of something that is worth pursuing for those coming behind us.

While I understand individuals with similar feelings would like to see the Nats retain its pre-'49 status it clearly is the NSRA's decision and it wasn't made "lightly." I believe Vernon when he tells me "we thought long and hard about this decision." It is our intention to support the NSRA (as we have done for the Goodguys and other associations that function under this format) in their decision as we believe it is in the best interests of the hobby/industry.

I also believe the NSRA and rodders everywhere understand the contribution volunteers have made to our hobby's success with the Nationals being one such event. Our research tells us that the majority of vendors are in favor of this transition. It has been mentioned that manufacturers of pre-'48 product may benefit in the future by having their goods exposed to potential hot rodders who in the future may try their hand at building a pre-'48.

The staff of SR has covered enough events to realize that rodders, regardless of the year of vehicle they drive, like cars and are fun to be around. We don't see an inherent problem with allowing post-'48 cars and trucks into NSRA (or Goodguys, etc...).

I will say that I am aware of your heartfelt enthusiasm for our hobby but all aspects of life evolve and life's thrill is in enjoying what the future brings.

Respectfully,
Brian Brennan
Editorial Director/Editor
Street Rodder
NSRA Member #2769 (5-72)
NSRA Lifetime Member #624 (5-76)

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ICE® goes wherever dirt gets.

Turtle Wax® ICE® Total Interior Care. Vinyl, leather, fabric, and yeah, carpet. Its advanced polymer construction means one product for everything in your car's interior. No mess, no greasy feel. It's what you've been waiting for.

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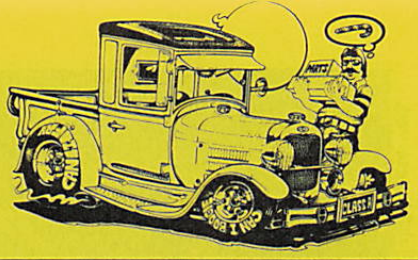
WINDOWSHOPPER



BY BRIAN BRENNAN | brian.brennan@sorc.com

The publishing of products in "Window Shopper" is not an endorsement of these items by the *STREET RODDER* staff or by Source Interlink Media, LLC. This material is as represented by the manufacturer only; these products have not necessarily been used or tested by us.—*Ed.* To electronically submit material for your product, e-mail brian.brennan@sorc.com.

SHUSH

Dynamat SuperLite is designed to fill the market of the discontinued Dynamat Original. The electric-blue colored SuperLite offers great sound damping, lightweight, and affordability. The aluminum constraining layer is .002-inch thick, making it very pliable. SuperLite is offered in two package sizes, a 12 sq.ft. and a 48 sq.ft. kit. The packaging for the smaller kit will feature an artist rendering of Dynamat owner, Scott Whitaker's outrageous '49 Mercury named Merrodder.

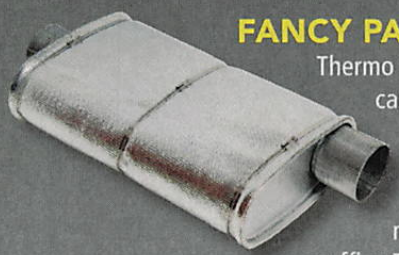
DYNAMAT
(513) 860-5094
www.dynamat.com

NEW ROLLERS

Boze Alloys introduces its ZE forged (6061 T-6 billet aluminum) Injected wheel. The design incorporates special accent mill work outlining each spoke. Available in two- and three-piece, forged to accommodate large brake kits, sizes 17 to 24-inch diameters, 7 to 15-inch widths, and a selection of finishes: polished, brushed satin, and more. Made in the USA.

BOZE ALLOYS
(866) 634-4626
www.bozeforged.com

FANCY PANTS



Thermo Tec, Inc has a Kevlar muffler cover. The Kevlar side can handle continuous temperatures up to 1,100 degrees F while the Mylar side is very tough and abrasive resistant.

It reduces radiant heat inside the vehicle, dampens muffler noise, and improves life expectancy of muffler. The kit includes stainless steel straps for easy installation. Also available is a versatile heat shield that can handle radiant up to 3,000 degrees F.

THERMO TEC
(800) 274-8437
www.thermotec.com

BEST DRESSED

Available from Ford Racing is their latest in sharp-dressed engine accessories, with the Ford BOSS 302-style valve covers that fit 289/302/351W cylinder heads. They are used on 302 block based 331ci crate engines, cast aluminum with polished finish, and come with PCV and breather grommets. (Does not fit EFI applications and aren't compatible with gasket M-6584-A50.)

FORD RACING PERFORMANCE PARTS
(800) FORD-788
www.fordracingparts.com

WIPE CLEAN

Detail Pro Wipes, LLC introduces White Wall Wipes for maintaining clean white wall tires for a just-cleaned look everyday. The soft premium wipes are pre-moistened with a specially-designed cleaning solution that removes brake dust and road grime to safely clean, leaving them bright white.

Detail Pro White Wall Wipes are currently selling at Lindsay Cadillac in Alexandria, Virginia. The retail price is $5.99 per canister.

DETAIL PRO WIPES, LLC
(301) 627-3625
www.WhiteWallWipes.com

FRESH MOUNTS

Energy Suspension Hyper-Flex polyurethane performance motor mounts are now available GM LS-Series engine conversions. A complete set (two mounts, adapters, and hardware) allows mounting an LS1/LS6/Vortec 4.8, 5.3, 6.0 V-8 in a chassis originally designed for a small-block Chevy.

ENERGY SUSPENSION
(949) 361-3935
www.energysuspension.com

www.fuelairspark.com
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Yes, EFI Really Is That EZ...

* Patent Pending

"The EZ-EFI™ fixed everything that frustrated me about my carburetor."

- Corey Runia, 1967 Camaro RS

In the past, carburetor-to-EFI conversion was no picnic. At the very least, you needed a laptop and significant tuning experience. But thanks to FAST™ engineers, those days are over. With the new EZ-EFI™ Self Tuning Fuel Injection System, you get patent-pending real time "self tuning" technology that does all the work for you. Simply hook it up, answer the basic Setup Wizard questions on the included hand-held display, and the system actually tunes itself as you drive. In a matter of minutes after initial start-up, EZ-EFI™ will have your engine operating at peak efficiency.... it really is that EZ.

Works On Your Engine – No Manifold Or Extra Parts Needed

Regardless of your engine make, size or combination, this system bolts on easily to any engine currently utilizing a common 4150 flange carburetor with up to 600 horsepower – no manifold replacement needed. In addition to using your existing manifold, the EZ-EFI™ Self Tuning Fuel Injection System also works with your original carb-style throttle linkage and is designed to accept all OEM sensors.

Everything For Quick Install Without Training Or Special Tools

The new EZ-EFI™ Self Tuning Fuel Injection System provides you with a complete, turn-key EFI package, including the innovative 4150 throttle body assembly with fuel injectors & billet fuel rails, micro-ECU, wide-band O2 sensor, plug & play wiring harness and all other necessary installation hardware. In addition, an EZ-EFI™ Master Kit is also available that includes all the above components, as well as the proper FAST™ Electric Fuel Pump Kit, Hose and Fitting Kit. The EZ-EFI™ truly delivers start & drive EFI convenience that is a "must have" for your street rod or muscle car.

EZ-EFI™ Features

- Self-tuning system – NO tuning experience or laptop needed; Setup Wizard & hand-held display guides you through start-up process
- Bolts on to any engine brand or combination under 600 hp; perfect for street rods & muscle cars
- Patent pending throttle body works with existing carb manifold, carb-style linkage & all factory sensors
- Built in diagnostics & engine protection "limp mode" provides maximum engine safety
- Available in Base Kit or Master Kit that includes electric fuel pump, fuel hose & fittings

EZ-EFI™ Base Kit	#30226-Kit
EZ-EFI™ Master Kit	#30227-Kit

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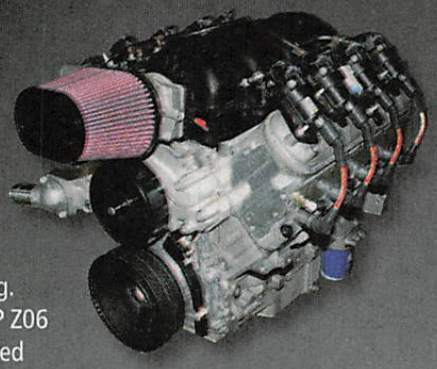
BARE ESSENTIALS

Speedway Motors' new Traditional T-frame is a jig-welded perimeter frame crafted from 1-1/2 by 3-inch rectangular steel tubing with a 3-inch round tube front crossmember. It features an extra 6 inches of kick-up in the rear and a Model A-style rear crossmember that accepts Speedway's high-arch rear spring. The Traditional T frame is available bare or with front radius rod brackets and a Vega steering box mount installed.

SPEEDWAY MOTORS
(800) 979-0122
www.speedwaymotors.com

MORE POWER



The Mast LS3 427 SS includes a pre-calibrated and dyno-tuned, fully sequential Mast M-90 drive-by-wire ECM with a plug-and-play wiring harness for $13,995 plus shipping. Nearly the same price as a GMPP Z06 427, Mast includes a pre-calibrated and tuned M-90 fuel injection system with plug-and-play wiring harness, wet sump oiling system, air filter, IAT sensor, a drive-by-wire foot pedal, starter, harmonic balancer, water pump, all necessary sensors and oil pan (your choice of F-body, Y-body or truck) and you save thousands.

The Mast LS3 427 produces 610 horsepower at 6,500 rpm and 550 lb-ft of torque at 5,000 rpm using 91 to 93 octane pump gasoline with no engine knock. Just add a front accessory drive, exhaust headers, fuel regulator with lines and fuel pump for 60 psi of fuel pressure and you are good to go.

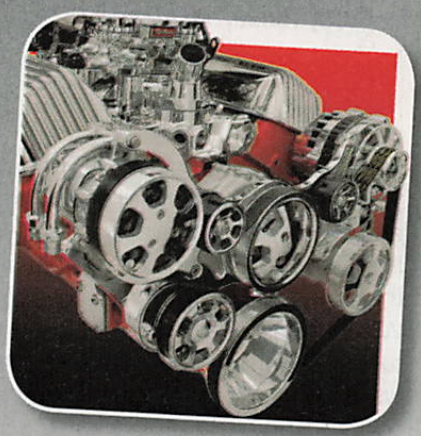
MAST MOTORSPORTS
(936) 560-2218
www.MastMotorsports.com

MAKE IT SHINY

The PowerCone is the versatile metal polishing tool from Mothers. The PowerCone uses a conical shape made of soft professional-grade foam to offer a wide range of possibilities, everything from radius polishing to the pinpoint accuracy needed for getting into tight, difficult-to-reach areas. Apply the appropriate Mothers polish to the cone, set your drill speed and torque on "low," and start polishing, it's washable and reusable.

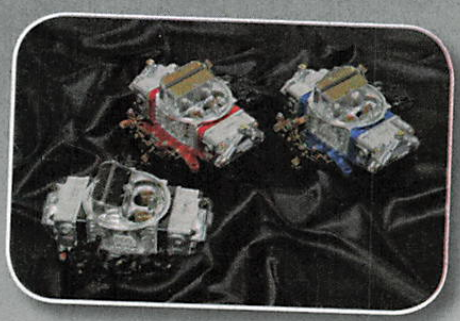
MOTHERS
(714) 891-3364
www.mothers.com

BELT DRIVEN



Billet Specialties is offering a Tru Trac for the 348/409 'W' motor featuring modern performance and a compact profile.

BILLET SPECIALTIES INC.
(800) 245-5382
www.billetspecialties.com



IT'S A GAS

Holley Performance Products offers the Ultra Street Avenger and Ultra Double Pumper carburetors. Made from aluminum and 5 pounds lighter than their zinc predecessors, they come tumble polished but can easily be hand polished. They are available in a choice of Red, Blue or Black anodizing.

New is a built-in clear fuel level sight window that makes for easy float adjustments. They come with vacuum secondaries, and are available in 670 and 770 cfm. The Ultra Double Pumpers are available in 650 and 750 cfm and come with mechanical secondaries.

HOLLEY TECH SERVICE
(270) 781-9741
(800) HOLLEY-1
www.holley.com

HUGGY FOR CADDY

Sanderson Headers has a compact block hugger for the classic Cadillac 390-429 engine. They offer clearance for the starter and spark plugs while improving exhaust flow and performance. Sanderson bends 1 5/8-inch outer tubes and a 1-7/8-inch center tube into a 2-1/2-inch collector. No gaskets are needed—a bead of Permatex Ultra Black on the mating surfaces provides a perfect seal.

CAD390's are available in plain steel or in Sanderson's polished hitemp ceramic-coated finish, and come with bolts and a weld-on flange for under chassis exhaust system hookup.

SANDERSON HEADERS
(800) 669-2430
www.sandersonheaders.com

Technology In Motion...

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Turn a Shoebox Chevy Into A Sports Car and A 1st Gen Corvette Into A Z-06 Beater. Coming for 1949-54 Chevy!

C1 CORVETTE

- *Bolt-in replacements for 1953-62 Corvette & 1955-57 Chevy*
- *Frame includes bumper and body mounts, plus core support*
- *Little or no welding required —perfect for do-it-yourselfers*
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- *Mounts for small block or LS1 Chevy (plus big block in Tri-5)*
- *Tri-5 features Computer-designed I.F.S. with Strange coil-overs*
- *C1 uses C6 Corvette forged aluminum control arms & coil-overs*
- *Both have 9" rears with triangulated 4-bar rear suspension*
- *Provides awesome handling, great acceleration & comfortable ride*
- *Accommodates all popular automatic & stick-shift transmissions*
- *Exhaust passageways in frame provide superior ground clearance*
- *New 1949-54 Chevy chassis has features similar to our Tri-5 design*

MORRISON GT SPORT CHASSIS

TRI-5 CHEVY

TRACK TESTED BEST!

Both our Project GT55 Chevy and 3G Vette have been extensively track tested by leading automotive publications. When Super Chevy tested our '55 it was the fastest in the slalom they'd ever seen, besting many exotic sports cars. Subsequently, our Project 3G Corvette did even better. In tests conducted by Popular Hot Rodding magazine it raised the bar on the slalom and averaged 1.05g on the skid pad. Just recently, the 3G Vette was one of nine vehicles invited to participate in Super Chevy's 1st Annual Suspension & Handling Challenge.

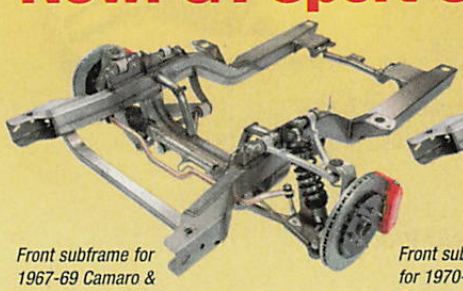
PROJECT GT55
- Skid Pad: .94 Gs (2-way average)
- 1/4-mile: 12.63 (116 mph speed)
- Slalom: 49 mph (70' cones)
- Braking: 132 ft. (60-0 mph)

The car is powered by a 427" World Motown small block Chevy crate motor

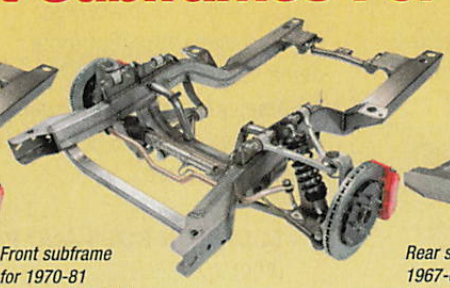
PROJECT 3G VETTE
- Skid Pad: 1.05 Gs (2-way average)
- 1/4-mile: 12.32 (121 mph speed)
- Slalom: 53 mph (70' cones)
- Braking: 116 ft. (60-0 mph)

The car is powered by a 427" World Motown small block Chevy crate motor

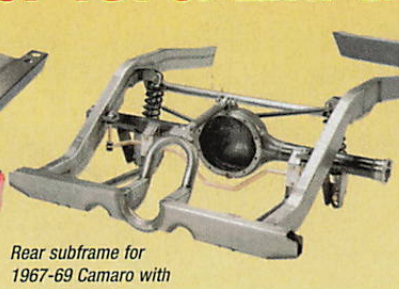
New! GT-Sport Subframes For 1st & 2nd Gen Camaros



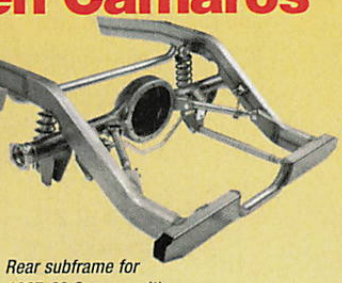
Front subframe for 1967-69 Camaro & Firebird; 1968-74 Nova



Front subframe for 1970-81 Camaro & Firebird



Rear subframe for 1967-69 Camaro with 3-link suspension



Rear subframe for 1967-69 Camaro with triangulate 4-bar suspension

Morrison's highly acclaimed GT-Sport front subframe for 1st Generation Camaros has now been complimented by a new model for the 2nd Gen Camaros and Firebirds. Some of the features common to both include:

- *No cutting or welding required to install. A true bolt-in project*
- *Uses aluminum C6 suspension components (and brake systems)*
- *Accepts all popular manual and automatic transmissions*
- *Equipped with adjustable coil-over shocks and special sway bar*
- *Accommodates small block, big block and LS-series engines*

Now you can replace the factory rear rails and driveline in Gen 1 Camaros with this expertly engineered subframe assembly. It's designed to utilize the OEM fuel tank and the triangulated 4-bar suspension fits under the stock floor pan.

- *Choice of 3-link or triangulated 4-bar rear suspensions*
- *Provides exceptional lateral stability. 3-link has Watts linkage*
- *Comes with 9" rear end housing. Axles and 3rd member available*
- *Equipped with adjustable coil-over shocks and special sway bar*
- *Accepts tires to 335 wide. Many rear brake options available*

1969 Camaro equipped with AME GT Sport front & rear subframes

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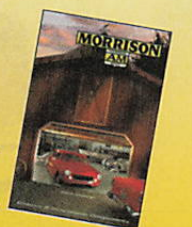


Send $5 for a postpaid copy of the full-color Art Morrison catalog (refundable with order).

BLACK IS BACK

Turtle Wax has Black Box Kit, a two-step system specially designed to clean, shine and protect the finish of black vehicles.

The Black Box Kit is the industry first, all-in-one solution, consisting of three products specifically designed for the maintenance of black finishes, including a finish restoring pre-wax cleaner, a restorative carnauba car wax and a detailer containing the latest black tinted reflective polymer technology.

The Black Box Kit features a simple two-step system; you can simply apply the black liquid pre-wax cleaner, which contains precision polishing and swirl removing ingredients that deep clean the paint to increase finish. This polishing compound-based product will also fill in stone chips and deep scratches. The second step is to apply the black carnauba liquid car wax, which produces a uniform look to the exterior paint and helps seal the finish.

The black spray detailer included in the kit facilitates both steps of the system by helping remove excess pre-wax cleaner. The detailer can be used separately as a final detail.

TURTLE WAX
800) TURTLE WAX (800-887-8539)
www.turtlewax.com

SWINGIN' PEDALS

Reno Rod & Custom has their own version of the popular (and hard to find) Ansen-style swing pedals from the early '60s. American-made, and come complete with a master cylinder assembly, mounting bracket, pedal arm assemblies and early-style pedal pads.

RENO ROD & CUSTOM
(866) 877-1932

BREATH OF FRESH AIR

OTB Gear now has a line of four-barrel air cleaners designed to prove that you don't have to run a two-barrel to have a unique look. Available in both a finned Teardrop and finned Oval design, cast from premium aircraft-grade hardened 356-A alloy, each features a washable, oiled air filter concealed by a carb shell.

Sold polished or unpolished, the Teardrop measures 12x9x3-1/2 inches, while the Oval measures 11-1/2x8-1/2x3-1/2 inches.

OTB GEAR
(909) 595-4995
www.otbgear.com

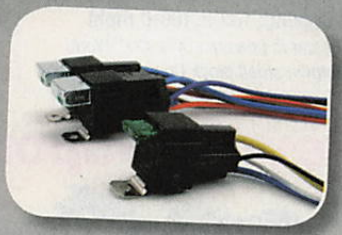
HIGH WATER MARK

The Vintage Air Riser uses '63-75 Chevy six-cylinder water pump. The all-in-one cast-aluminum unit raises the water pump and belt-driven fan 5 inches to the clear the frame and centers the fan behind the radiator on early Fords. The unit features new cast-in bracket bosses for alternator and compressor brackets and is designed to clear most dual four-barrel and Tri-power systems. Accessory brackets are included with the riser. Fits most small-block Chevy and 4.3L V-6 applications.

VINTAGE AIR INC.
(800) 862-6658
www.vintageair.com

AMPED UP

Southern Rods and Parts offer a single and double circuit protected heavy-duty 40-amp relays with pigtails. These relays feature a replaceable 30-amp blade fuse. For more demanding conditions a 30-amp circuit breaker is available. Single relay prices start at $15.00 for fuse protected, $19.95 for circuit-breaker protected.



SOUTHERN RODS AND PARTS
(800) 787-8763
www.southernrods.com

NEW RIDE

Shadow Rods LLC is accepting deposits on their new Low Ride High Caliber Roadster and Roadster Pickup. These limited-production cars are available in roller packages that include the Trademark XL27 roadster body or roadster pickup body, Shadow Rods' stainless fan shroud, special LRHC 5-inch rear kick-up perimeter frame with tubular style center X-member with trans mount, brake pedal and mount and master cylinder mount.

Special radiator mounting core support with integrated front shock mounts, I-beam plain finish front axle assembly, and Shadow Rods' front and rear wishbones. A shorty ididit steering column, Wise Guys seat, Walker radiator, and John's Industries rearend are included in the package.

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(989) 754-1927
www.shadowrods.com

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EXCLUSIVE CE DESIGNS

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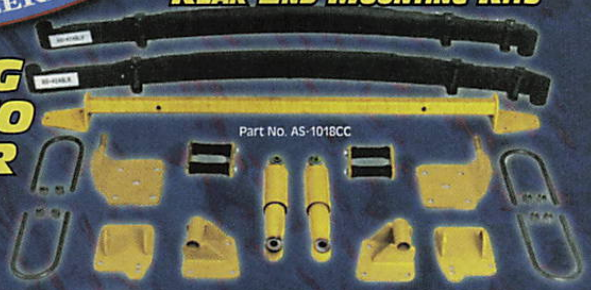
FAMOUS BOLT-ON REAR-END MOUNTING KITS



RADIATOR SUPPORT

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for applications on:
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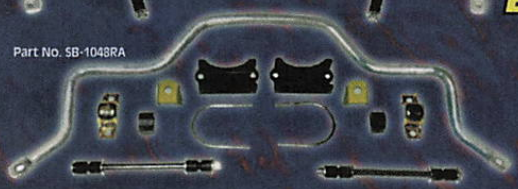
1948-54 Chev Trucks
1928-48 Ford Cars
1948-52 Ford Trucks
1939-48 Merc Cars
1933-34 Dodge
Various Universal app.
Classic V8 Engine mounts

COMMON SENSE ENGINE MOUNTS

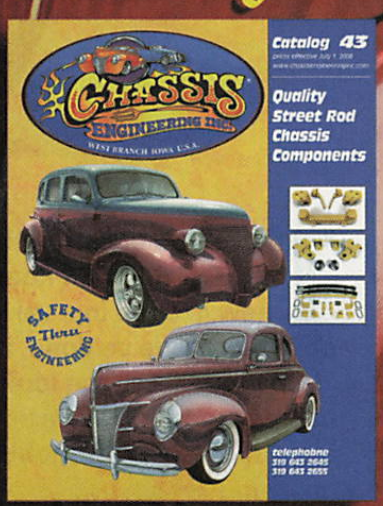
FRONT & REAR SWAYBARS



BRAKE PEDAL & MASTER CYLINDER MOUNTS

BOLT-ON IFS

Free Catalog!



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AMSOIL STREET RODDER Road Tour 2009
PRESENTED BY Wheel Vintiques

The AMSOIL/*STREET RODDER* '09 Road Tour

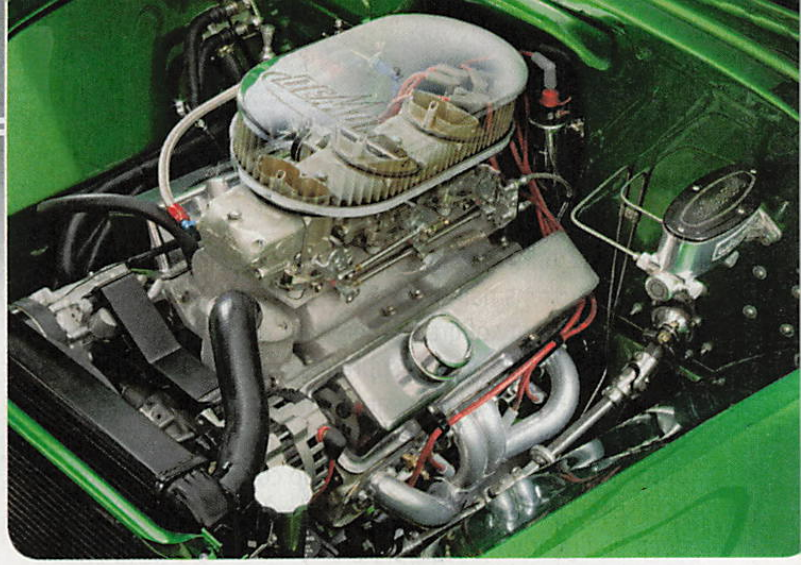
1952 Chevrolet Bel Air

BY RON CERIDONO
PHOTOGRAPHY BY RANDY LORENTZEN

There's no question that this year's AMSOIL/ *STREET RODDER* Road Tour '52 Chevy breaks new ground in a variety of areas—it's the first post-'48 car we've done, it shows just how great a "late model" car can look and drive when built with a street rodder's attention to detail, and it signals a broadening of our hobby's scope without taking anything away.

The basic concept of the Road Tour began in 1996. Each year a well-known street rod builder would put together a state-of-the-art street rod, a process that would be documented in this magazine. After completion, we turn Jerry Dixey loose on a summer-long, 25,000-mile tour of some of the major street rod events in the country and we invite our readers to come along. For those who can't join in the fun first-hand, Jerry provides regular updates that can be found on www.streetrodderweb.com and in *STREET RODDER*.

When we found our Bel Air it was a solid original example with updated running gear, but it had a long way to go to meet the standards of a Road Tour car, so we turned to Christopher Sondles, Ryan Fahringer, and the rest of the crew at Woody's Hot Rodz in Bright, Indiana.



Nestled between the custom inner fender panels is a Smeding stroker motor. Headers from Hedman route the exhaust to a pair of Flowmaster mufflers. Those Flaming River U-joints and shafts lead to a rack-and-pinion steering gear.

Woody's Hot Rods did a masterful job of applying street rod building techniques to our AMSOIL/Street Rodder '09 Road Tour '52 Chevrolet. Subtle body modifications include the nosed and filled hood and removal of the side trim and handles.

As the name Road Tour implies, the cars are not only built to look great but to drive that way as well so, while Woody's turned their attention to the cosmetics, Art Morrison Enterprises developed an entirely new '49 to '54 Chevrolet chassis. The rectangular tube frame uses an in-house-designed front suspension vastly superior to the often-copied Mustang II. The Morrison front end offers enhanced camber control throughout its range of travel, that keeps more rubber in contact with the road for better handling and an improved ride. Caster has been increased to promote straight-line stability and more anti-dive has been incorporated for better braking. In the rear is a triangulated four-bar system that helps maintain the chassis roll center, providing consistent and predictable handling. All of this is tied together with a rectangular tube frame that is considerably stiffer than the original.

To get our Chevy down the road we were looking for an engine that was suitable for interstate highways or inner-city

traffic jams and we found it in one of Smeding Performance's popular stroker small-block Chevys. With 410 horsepower on tap there's plenty of grunt, there's enough cam to provide an interesting idle, yet it's supremely drivable on 89-octane, and it comes with a two-year unlimited mileage warranty. Behind the 383 is one of Gearstar's bulletproof 4L60 overdrive automatics. Equipped with a lock-up converter with 2,000rpm stall speed, this transmission is as flexible as they come. A deep first gear with slightly higher-than-stock stall speed is capable of providing slam-you-in-the-seat launches when desired, along with low rpm highway cruising when racking up the miles. The last, but not the least, link in the drivetrain is the rearend. Strange supplied the housing, centersection, axles, and limited-slip differential, while U.S. Gear provided the 3.73:1 ring and pinion.

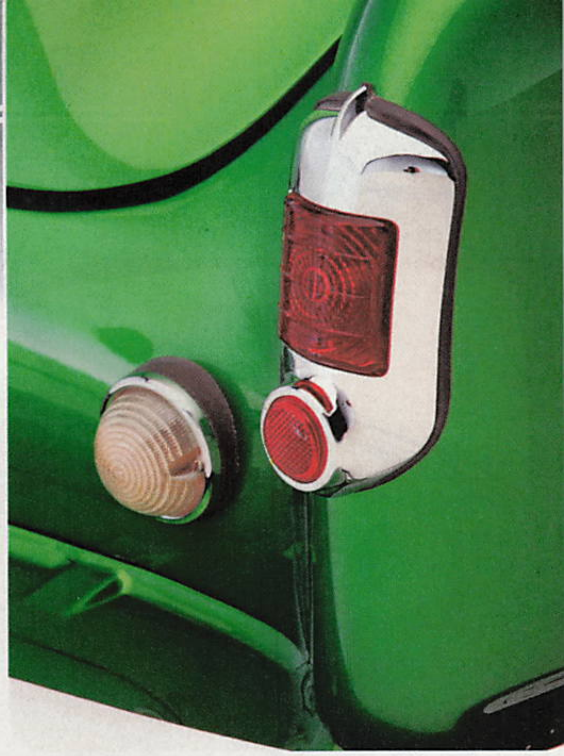
While the chassis and other components were being attended to, the gang at Woody's focused on the body. A few subtle changes were made: It was nosed and decked, the seam in the hood was welded and leaded, exterior handles and some the stock trim was removed. Then, after countless hours of metalwork, which not only included making the body perfect but the dash and under the hood as well, the striking combination of colors from PPG's Vibrance Collection was applied—Sour Apple (PN 908339) on the body and Custard (PN 90989) on the top.

To keep Jerry comfy for long road tour stretches a Wise Guys bench seat was slipped in place. Wise Guys also covered the stock rear seat in matching material, Time Machines Unlimited did the door and kick panels, while Chevs Of The 40's provided the carpet and headliner.

While all the Road Tour cars have been viewed as being state of the art, and driving them around the country has certainly proved the point, the contemporary components provide a safe, reliable street rod that's tons of fun and within almost anyone's grasp. The '09 version says that and more. It tells us the definition of a street rod is expanding—not that the A/V-8, Deuce highboy, or '40 Ford coupe is going to be replaced, but there's room for more cars in the ranks—this is certainly one of them. SR

The unique Corvette-like side trim was fabricated by Clayton Machine Works from aluminum material available from Yogi's. Wheels are painted billet smoothies from Wheel Vintiques wrapped with BFGoodrich tires (245/40ZR18 front, 275/40ZR18 rear). Repop hub caps (and many of the restoration parts) are from Chevs of the 40's.

Sherm's Custom Plating did a masterful job of chrome plating, straightening and polishing all the stainless—and there's a bunch of it on '50s cars.



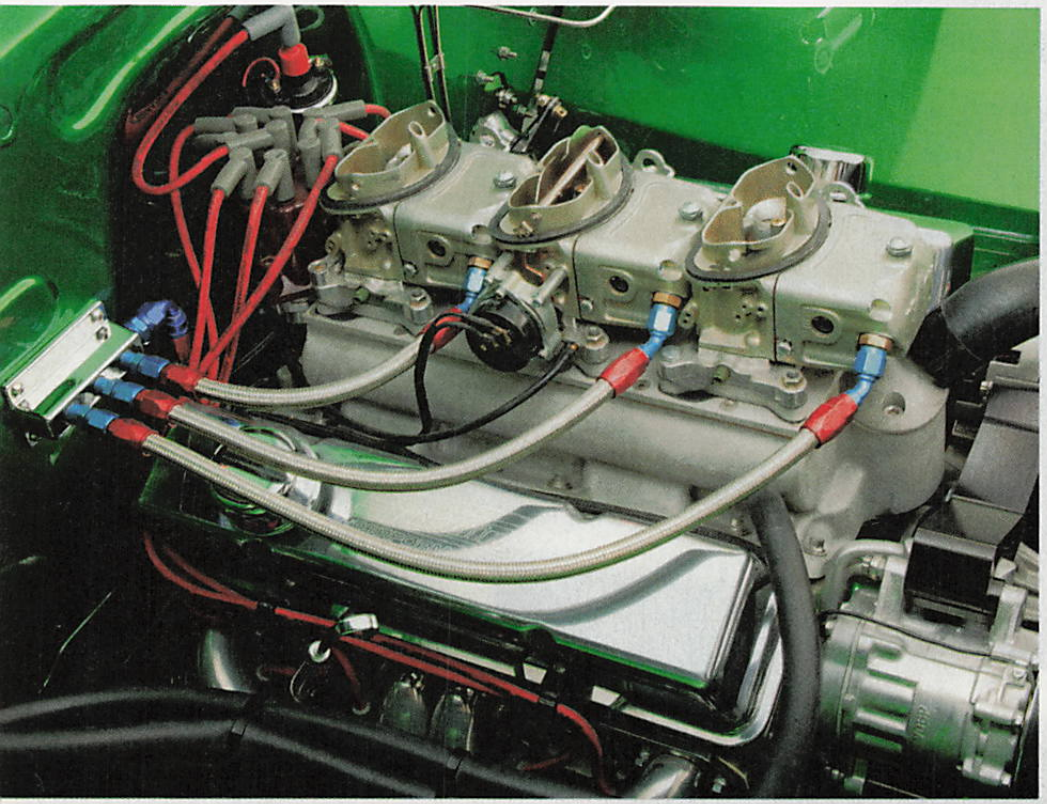
One of the biggest challenges on cars of this era is plating pot metal parts, such as the taillights—fortunately that's a specialty at Sherm's.

In the rear guardless bumpers and a smooth deck lid clean up the hardtop's appearance; the stock taillights and accessory backup lights remain. Woody's used PPG's latest waterborne materials to produce the fabulous two-tone finish.

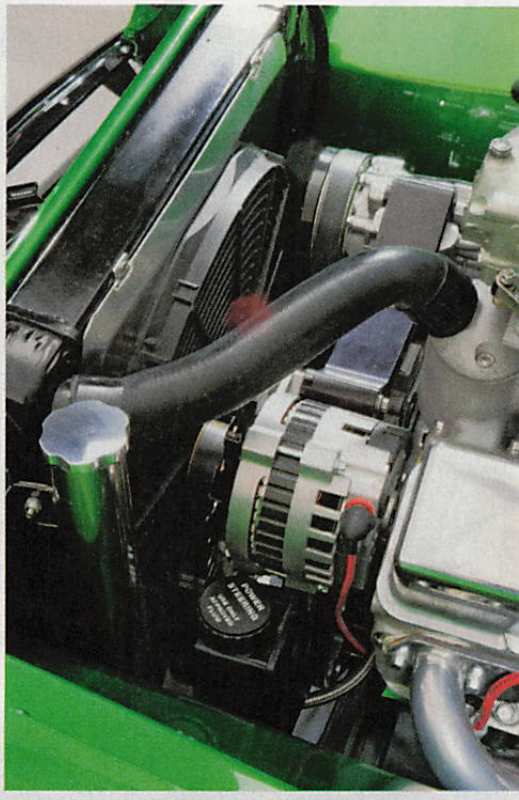
Hidden behind the smoothed dash is a Vintage Air heat and cool system. The steering wheel, column, and drop are from Flaming River; the step-on parking brake, pedal pads and all control cables are from Lokar.

Access to the plush interior is gained via Electric-Life remote door openers, as well as the power window mechanisms. New weather stripping throughout was obtained from SoffSeal.

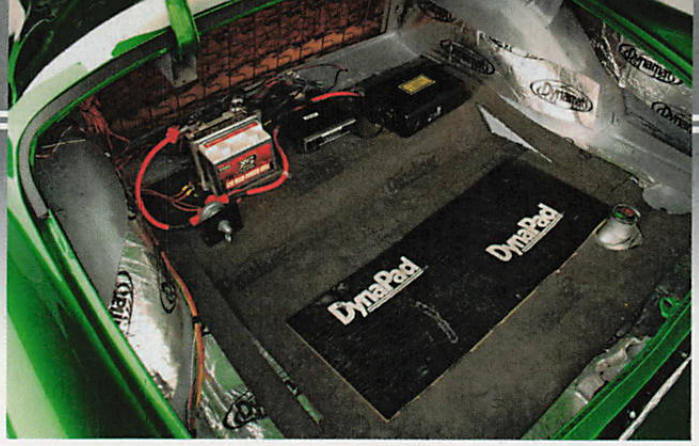
Autometer gauges supply the vital signs and a Ron Francis harness connects all the electrical components.



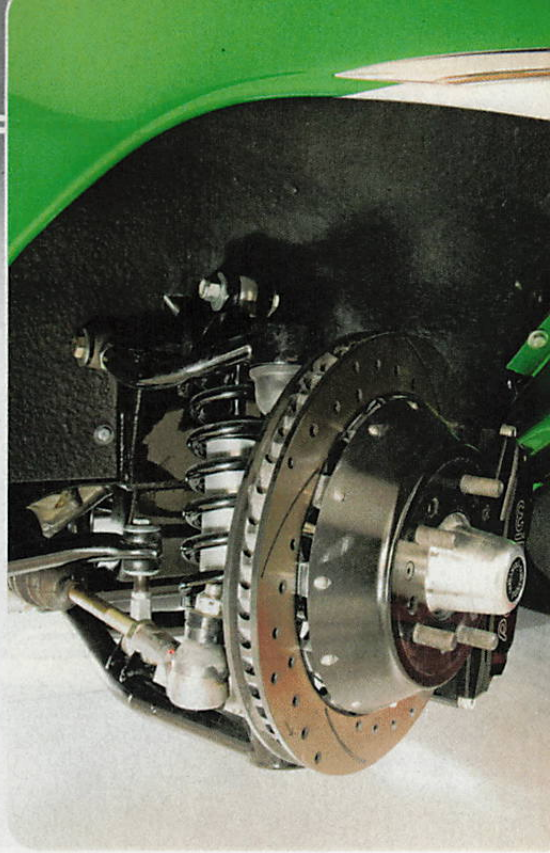
Topping the small-block is a Barry Grant Six-Shooter Triple D induction system. Fuel is delivered from an Aeromotive in-tank pump and filter system.



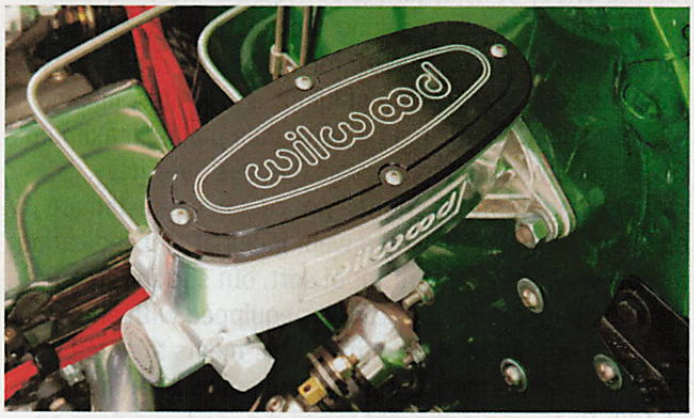
A Vintage Air Front Runner drive system holds the Powermaster alternator, power steering pump, and A/C compressor. A U.S. Radiator fan and shroud with a Trans-Dapt overflow tank keeps the small-block cool.



This pre-upholstery shot shows the location of the XS Power battery and Custom Autosound hidden stereo system. Insulation from Dynamat was used throughout the car to keep it cool and quiet.



To bring the Chevy down from speed Wilwood disc brakes are used at all four corners. To make dialing in the ride and handling easy, double-adjustable Strange coilovers are used on both ends of the car.



A Wilwood master cylinder mounts to the smoothed firewall. By selecting the proper bore size, a power booster isn't necessary, even with four-wheel disc brakes.

AMSOIL/*STREET RODDER* Road Tour

Rod Testing

BY RON CERIDONO

Testing automobiles by pushing them to their limits while taking objective measurements with a stopwatch and tape measure has long been a part of the evaluative process. Arguably the man who pioneered the practice of wringing out cars and then reporting on their capabilities was Tom McCahill of *Mechanix Illustrated* magazine. Uncle Tom, as he referred to himself, invented the 0-60 mph as a standard of evaluation but, while he collected objective data to substantiate his opinions of a car's capabilities, he also had a unique ability to sum things up on a subjective level—McCahill once described the handling of a Buick as being "Like a fat matron trying to get out of a slippery bathtub."

McCahill began publishing drive test evaluations in the February '46 issue of M.I. and throughout the '50s reported on imports as well as domestic cars. He regularly criticized American manufacturers for their cars' poor handling characteristics and, as he called them, "Jell-O suspensions." The '49 to '54 Chevys certainly fit in that category—they were cars that McCahill described as "mundane."

When we acquired our '52 Chevy Bel Air some modifications had been made—it had been equipped with a small-block Chevy V-8, an automatic transmission and a later, open-drive rearend. However, other than contemporary shocks and wider wheels and tires, the

Our Chevrolet has an entirely new attitude in more ways than one. It corners flat, stays stuck to the ground, and just begs to be pushed through corners. This is now truly a driver's car that is comfortable to drive hard—and it has a back seat and trunk.

In stock form the Chevy exhibited lots of body roll. Not only is that disconcerting for the driver but having all that mass shift the other way when trying to change directions destroys what little balance the car has in a corner.

While it loves going around corners, the Morrison chassis makes our Chev go straight as a string when the Smeding small-block is opened up or when the four-wheel Wilwood brakes are bringing the hardtop to a halt.

You can almost hear the tires squeal when looking at this photo. Pushing a stock '49 to '54 Chevy through corners isn't something you do for fun.

suspension was stock. To find out what the car was capable of in stock form we took it to the California Speedway in Fontana for braking, skid pad and slalom testing. The results were eye-opening. On the first brake test of three attempts it took 185 feet to bring the Chevy to a halt from 60 mph, by the third test the stopping distance was up to a smoky 196 feet—and the smoke was coming from the brakes, not the tires.

Next it was off to the 200-foot skid pad. With the tires screaming in pain the Chevy made its best clockwise revolution in 13.98 seconds, counter-clockwise it did it in 13.91 seconds. It should be noted that our G-force conversion chart only goes up to 13.4 seconds—we're not used to testing something this slow—nonetheless those times translated into .62 and .63 Gs respectively.

Our final test was the 420-foot slalom course—with the rocker trim in jeopardy of being dragged on the ground the best pass through the cones netted 36.7 mph.

As the car was built at Woody's Street Rodz in Bright, Indiana, bringing it back to California for a retest at the same venue was deemed impractical. So, we sent our resident hot shoe, Nick Licata, to Columbus, Ohio, to run the Chevy in what turned out to be a less than ideal conditions. Generally speaking such tests are done on a carefully prepared surface. Unfortunately the skid pad we were forced to use was full of lumps and bumps, making it better suited for off-road testing than pulling maximum G's. An additional handicap was the tires our Chevy was wearing. More often than not cars being tested are equipped with tires having a wear index of 100, indicating a short service life as a result of soft, but stickier, tread compound. Our road tour car was equipped with all-season tires that are harder where the rubber meets the road and therefore carry a more practical, longer life wear index of 400. Of course in the real world the roads we drive on are seldom perfect and who wants to be replacing tires more often than necessary? So, while the car could have done better, we're not making any excuses because even in less than ideal conditions, like those it will be driven in regularly, the Road Tour car still posted some impressive numbers. Three 60-0 braking tests resulted in distances of 124.86, 131.02 and 128.98 feet, the skid pad was done in a best 12.1 seconds, which translates to .84 g's and the slalom was accomplished in 5.91 seconds at 48.2 mph.

To put things in perspective, an LT1 C4 Corvette tested previously at Fontana did 60 to 0 in 126 feet, pulled .86 g's on the skid pad and ran 45.03 mph through the slalom. Can you imagine a winding road and the look on a 'Vette driver's face with his rearview mirrors full of a '52 Chevrolet he can't shake?

While the test results show the Morrison chassis offers dramatically improved performance compared to a stocker from an objective standpoint, that's only part of the story. What the numbers don't show are the qualities that can't be measured: how solid and connected to the road the car now feels and the confidence it inspires in the driver and passengers. This is a car that can be driven fast safely and confidently—thanks to Smeding horsepower it has acceleration that will pin you in the seats, the brakes will press you against the seat belts as they bring the car to a straight and true halt and a flick of the steering wheel results in an instant response. This is now a car that begs to be driven. With apologies to Mr. McCahill, the Morrison chassis has transformed the AMSOIL/*STREET RODDER* Road Tour Chevy from a pig on roller skates to a greyhound in running shoes. We're sure Uncle Tom would agree. SR

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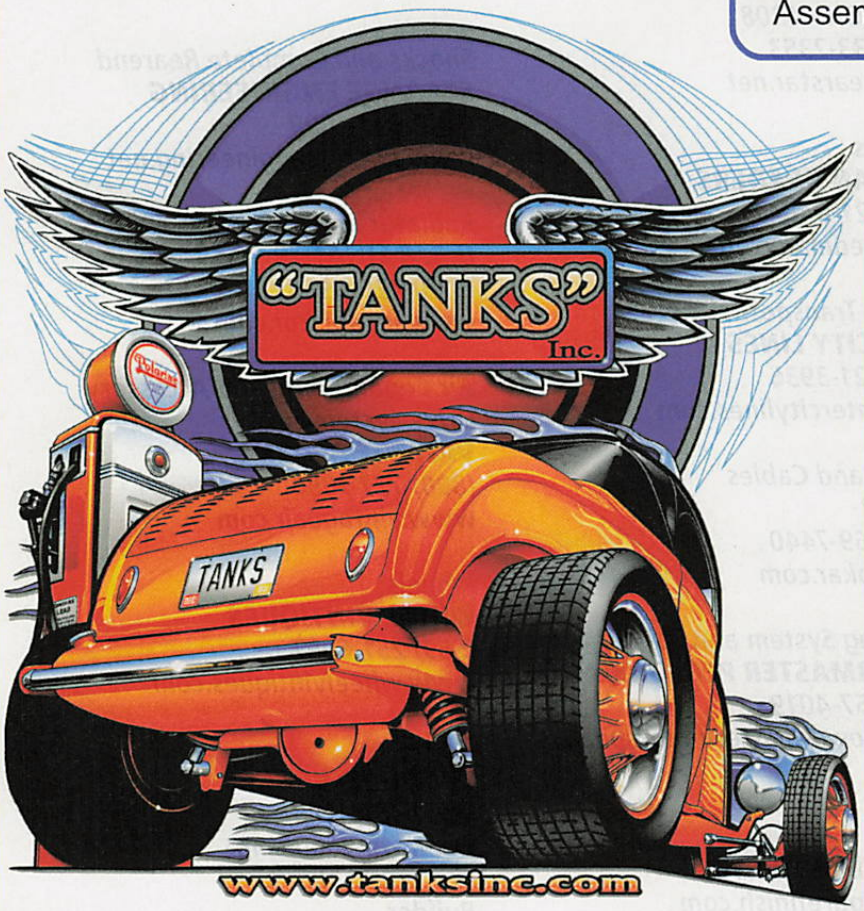

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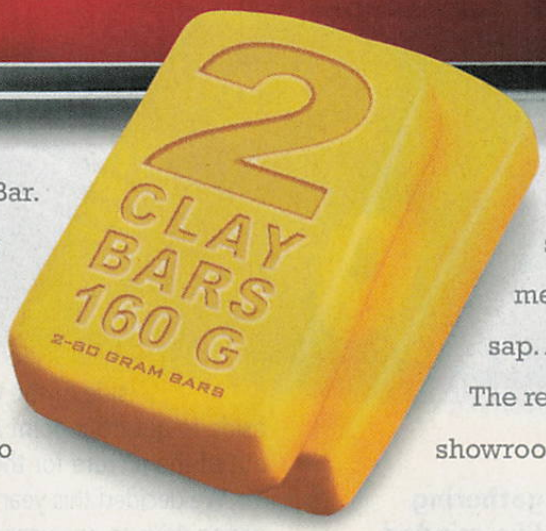

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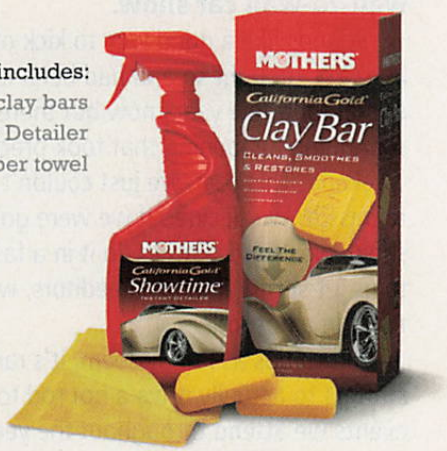

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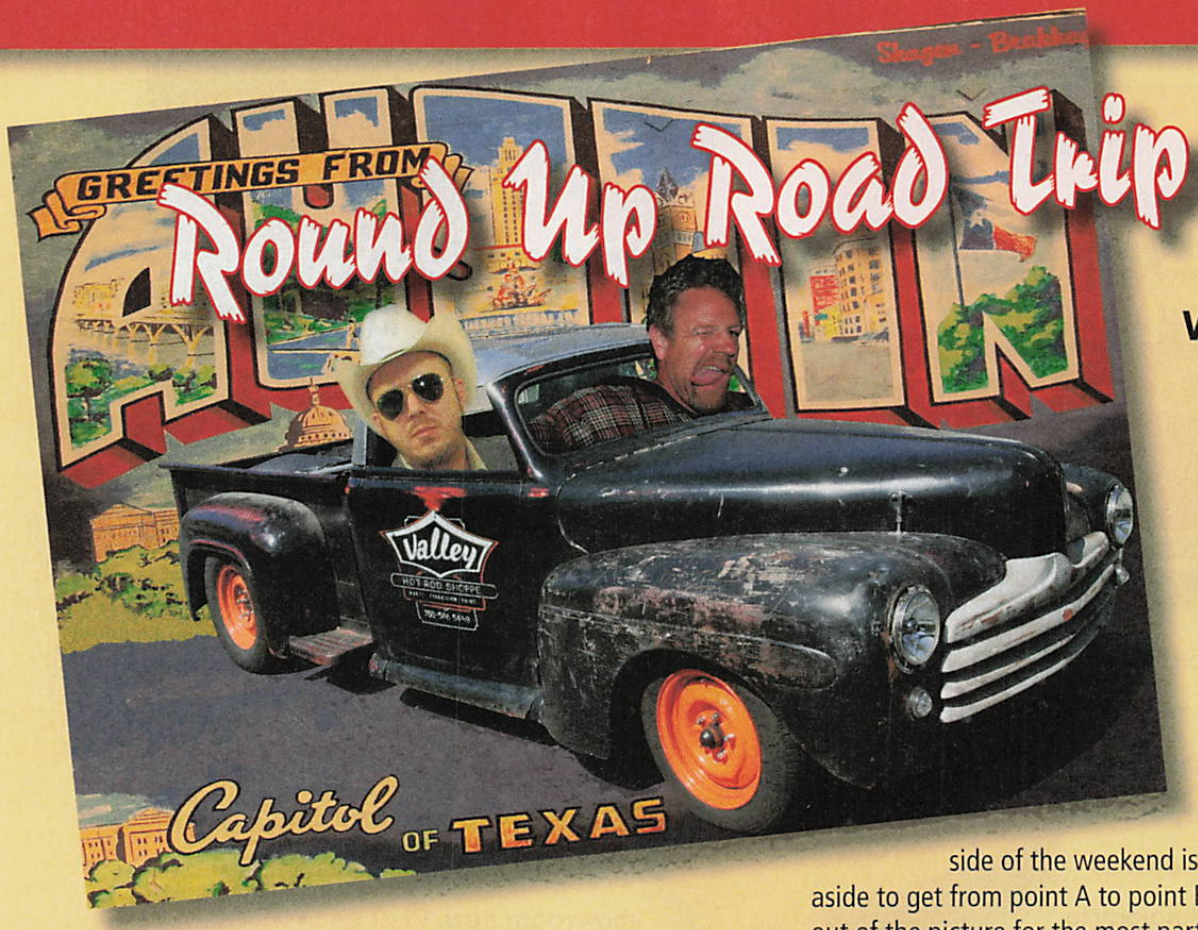


Round Up Road Trip

BY RYAN MANSON

We drive to the 8th Annual Lonestar Rod & Kustom Round Up

What started out as a small gathering on an old football field of like-minded gearheads, artists, and musicians who love traditional-style hot rods and kustoms has grown into an annual tradition in Austin, Texas. In its eighth year, it now takes over a large part of the Travis County Expo Center where it's held. Hosted by the Kontinentals Car Club, one of Austin's premier clubs, the Round Up is more than just a car show, it's a car happening, full of live music, entertainment, food, and drinks the entire weekend. From the mini-bike races to the artist and vendor area to a weekend full of cruising, there's plenty to check out in addition to the wall-to-wall car show.

Sounds like a good way to kick off the car show season, huh? We thought so and had been trying to get out to Austin for a few years now but there always seemed to be something happening that took precedence on the same weekend. This year, we just couldn't come up with an excuse to miss it. We decided if we were going to make it to the show, we were going to do it in a fashion slightly unfamiliar to us jet-setting magazine editors; we were gonna drive there in a hot rod.

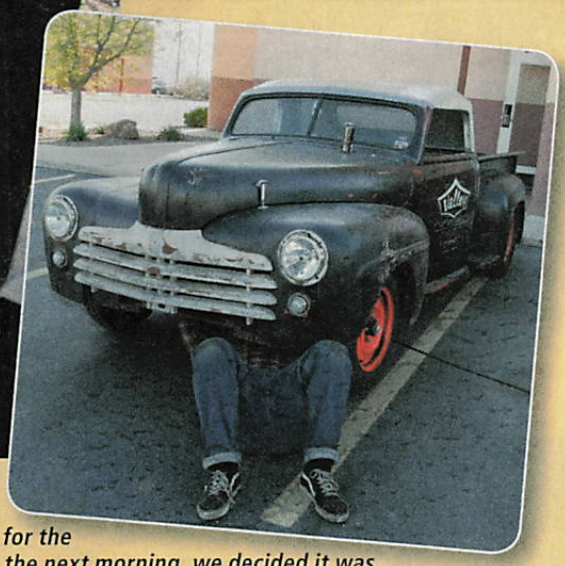
Ridiculous as it may seem, it's rare for most magazine staffers to actually drive a hot rod to any of the two dozen events we attend throughout the year. Most of this comes down to simple logistics. It's impossible to drive from Los Angeles to Louisville, Kentucky, cover the show for four days, and drive back without being gone for less than ten days. Given that we have roughly twenty days total to put together each issue, you can see where this is going. A day on either side of the weekend is usually all we have set aside to get from point A to point B, which leaves driving out of the picture for the most part.

We decided this year was going to be different. We were gonna drive to an event and Texas sounded like the best destination. And hell, the show was only three weeks away and our "roadster" only needed a month or two worth of work to get it roadworthy. Sound familiar?

Being the optimist that I can sometimes be, I agreed to ride shotgun with Kev Elliott in his '46 Ford roadster pickup that he originally built in England when he was the editor of *Custom Car*. Kev's now the tech editor over at *Rod & Custom* and convinced me during a lapse in judgment due to a food-induced coma one afternoon, to accompany him. The last trip he took in the truck consisted of a four hour drive that took him ten due to a faulty fuel pump and it's thirst for bags of ice, thanks to 100-plus temperatures across the California-Nevada desert.

Noon on Thursday and Kev's still hammering away on the top to the pickup; typical for an R&C car project.

By the early hour of 3 p.m. however, we were well on our way East.



Lordsberg, New Mexico, was the stop for the night where, the next morning, we decided it was time to change the centerlink to the steering as the ball joints were a little worse for wear.

Once fixed, Kev was all business...

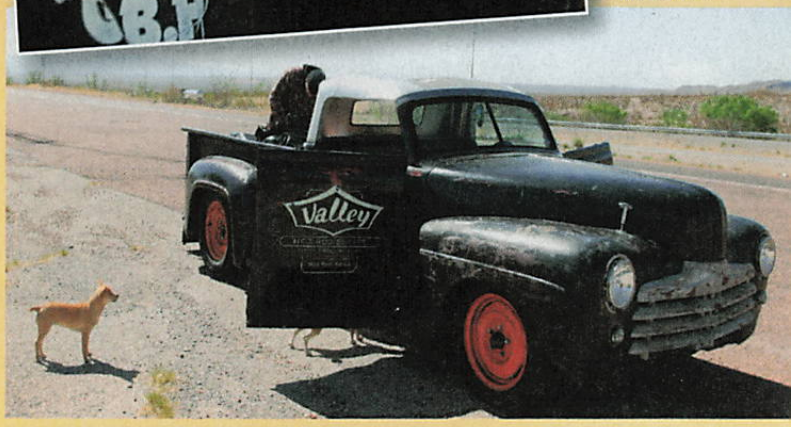
...as I appreciated the scenery.

Most of the ride however, looked more like this, with us splitting the tunes.

"But it's only April so it won't be too hot, we might just hit a little rain in New Mexico. And I'm gonna build a top this week, so we should be fine..." His words offered little solace. But I still gladly hopped in when Thursday afternoon came around and, before too long, we were headed across Arizona without skipping a beat. What's the worse that can happen? We've got a cell phone and a bag of tools, a spare alternator, fuel pump, and starter, a fuel filter, and a section of fuel line. With a roll of 200mph tape and a couple zip ties we can fix anything.

Kev ended up wrapping up the top the morning we were scheduled to depart and though it didn't keep the rain out (remarkably we never got a drop), it did serve us well on the trip home when the mercury rose over 100-degrees across Arizona and into California, saving us from being baked. And save a couple of minor hiccups, the old Ford made it the 2,800 miles there and back without incident.

Surely not to be the last, the first road trip of the year went off without a hitch (much to the chagrin of our coworkers, who's messages consisted of things like, "I hope the rain washes you two into Mexico" and "Did they kick Kev out of the country yet?") and we're already planning our next trip to Speedweek in August. Special thanks goes out to Mark Gustafson and the Donut Gang, who not only were gracious hosts to yours truly, but also put on a garage crawl around Austin on Friday that's not to be missed. So if you're looking for that perfect outing to kick off the car show season, dust off that old jalopy and head South to Austin in April. SR



I drove the leg into Texas where the fuel filter decided to get clogged and we were greeted by some of Texas' most voracious predators.

The Lone Star greeted us into Texas, but entry to the state means we've traveled about halfway. We made it into Austin around 2 a.m. Saturday.

At the show, we managed to find the only other '46 Ford and decided it only made sense to park next to it; I actually think it found us.

Bob Seibert's '48 Buick roadster from Round Rock, Texas, is not your typical roadster.

Bob Bradberry's '34 Ford pickup made us wish all those farmers kept better care of their trucks.

Texas seems to be full of old farm trucks, but don't mistake Denny Burrough's hot rod for any old hay hauler.

A Hemi-powered coupe. What more could one ask for?

Charlie Spann's '29 speedster is just plain cool, in a Texas-kinda way.

Keller's '31 roadster pickup is a study in hot rod simplicity.

Pierro De Luca's Model A makes for a nice foreground of like-minded hot rods.

Customs were well represented, as evident with James Cole's forest green '48 Chevy.

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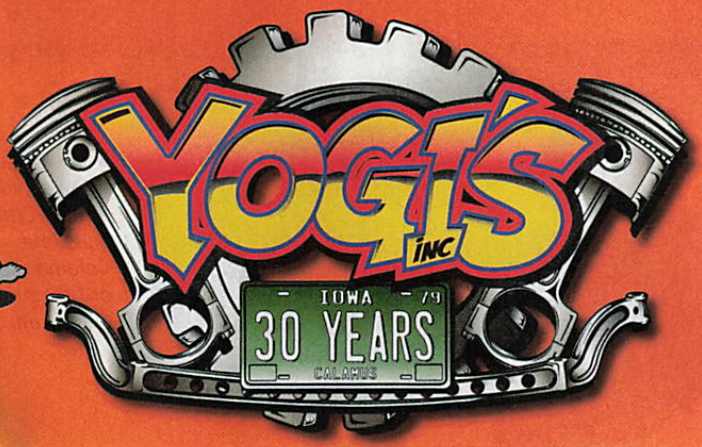

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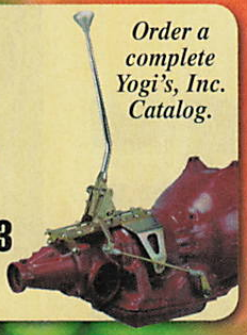

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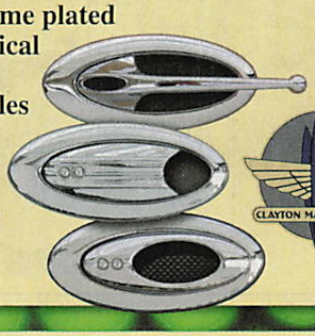

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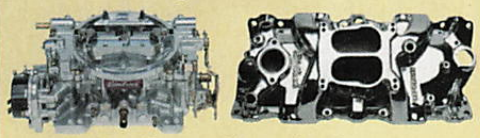

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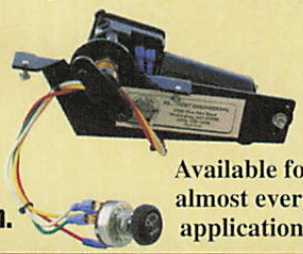

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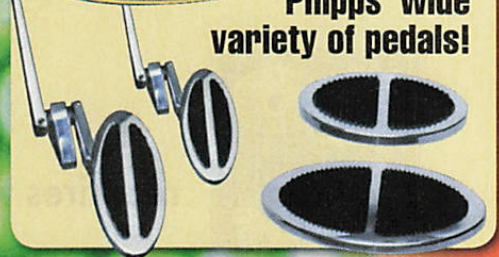

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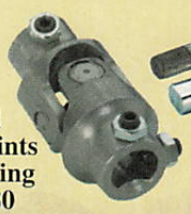

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A very clean three-window Deuce, Craig and Gela Coleman drove out from Arlington, Texas.

There were also plenty of bikes in attendance, something that's becoming very popular in the hot rod scene.

Another cool three-window was Roger Gonzalez's suede Deuce on wire wheels.

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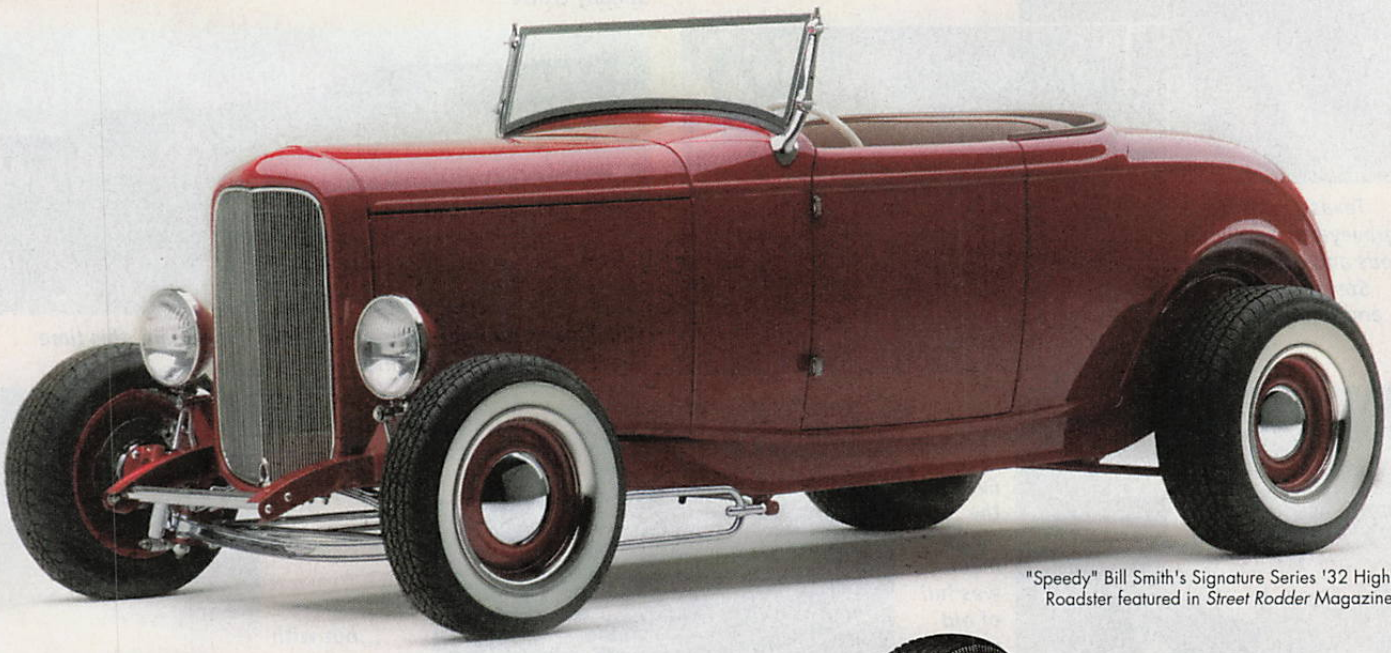
Rusty McCormick's Model A definitely had a theme going.

Jim Smith's roadster pickup was the perfect truck to cruise the fairgrounds given the weather on Saturday.

Randy Savage brought out this patina'd '40 Willys pickup from Houston and had us all drooling. Of course we couldn't help wonder why it had this Hemi in the bed and not under the hood. Perhaps it was a package deal?



"Speedy" Bill Smith's Signature Series '32 Highboy Roadster featured in *Street Rodder* Magazine.

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Squeak Bell made the haul all the way from Bakersfield, California, in his '50s-style '40 coupe.

Delorean doors and giant wheel/tire combos? Don't ever say you've seen it all!

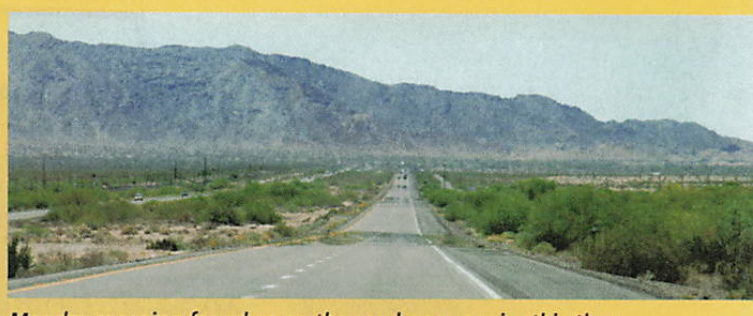
Who says a '70s van isn't traditional?! DicE had their paneled van on display and it was quite a hit. A new fad on the rise???

A pair of cool five-windows, by way of Abraham's '32 and Chris Niederkrom's '33.

Among the numerous vendors inside the hall was Rob's Chop Shop, where our copilot got his ear's lowered.

Sunday morning came bright and early as those who wished gathered at Jo's Coffee Shop on Congress to head out for the Sunday cruise.

Texas seems like a graveyard for old hot rods and customs like Steve W's Model A and John Joyo's '36.



Monday morning found us on the road once again, this time heading West back to California.

Even the swap meet was full of old steel.

Traveling through the desert got a bit hot, with the temp gauge reaching over 200-degrees...

...but with the sun setting in the distance, we were already discussing our next road trip!

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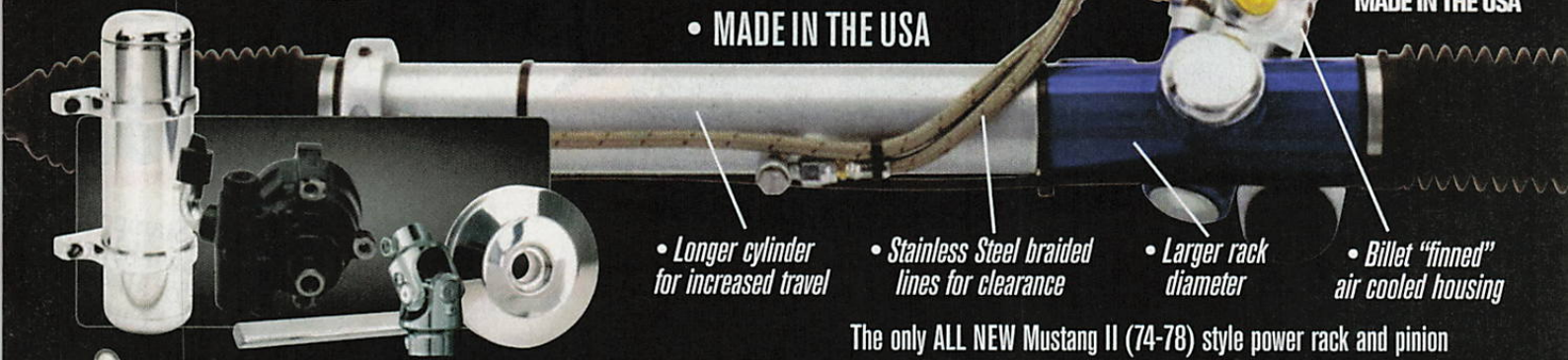

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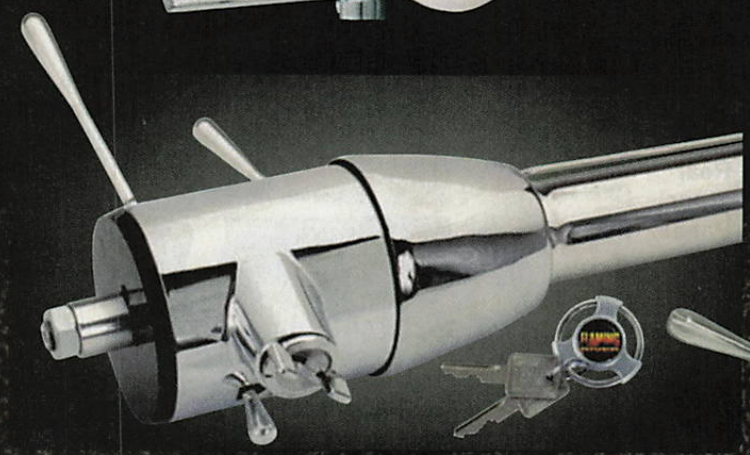

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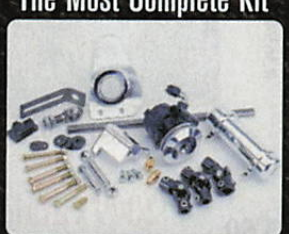

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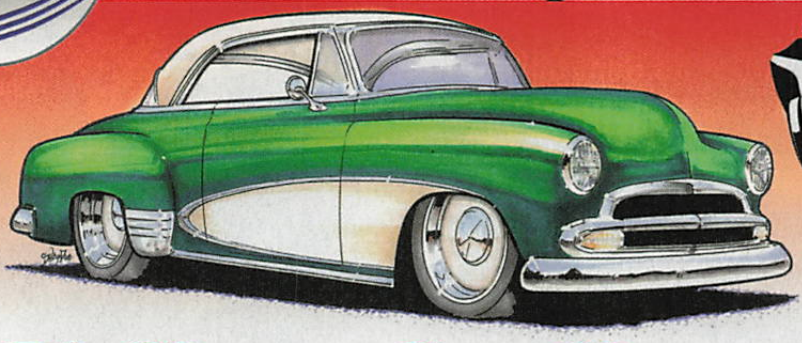

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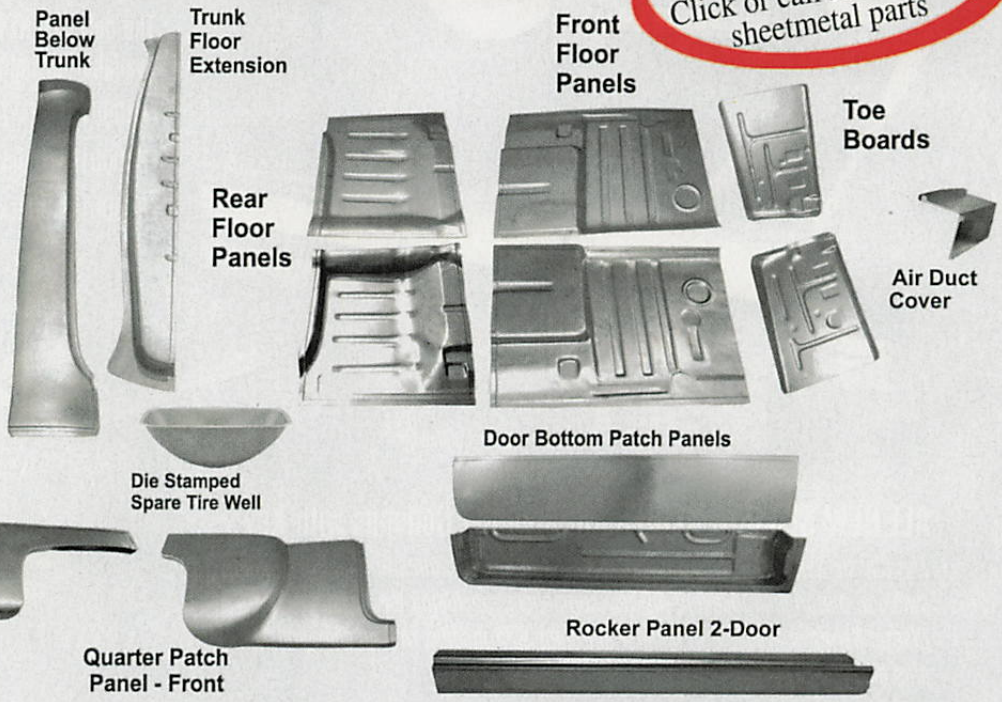

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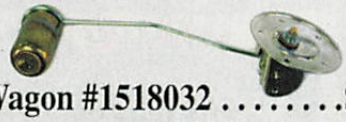

49-54 Sedan Del. & Wagon #1518032 . . . . . .$40
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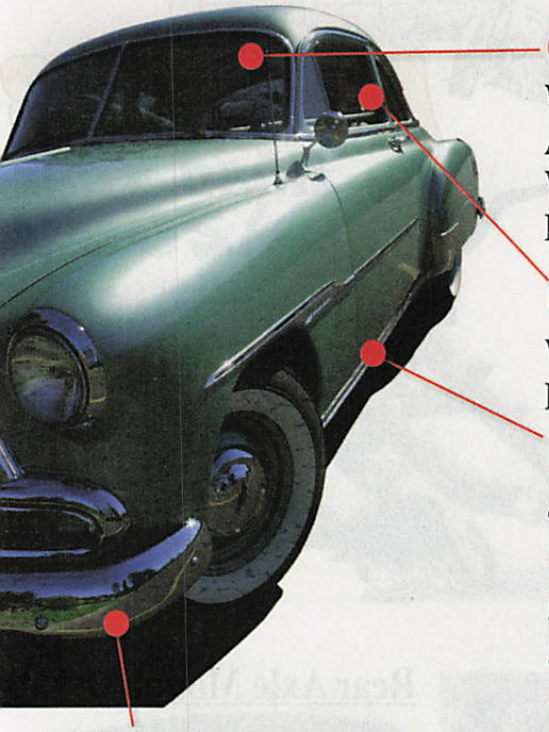

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Windshields: 49-52, 2-piece glass. 49-54 1-piece curved glass.
Available in clear, tinted or tinted with shaded top.
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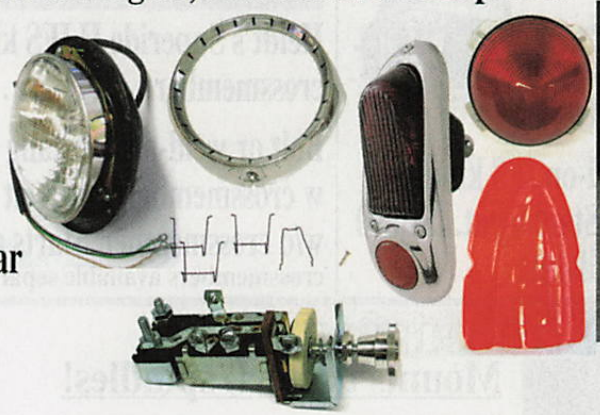
Add the final details to your restoration with new lights, switches and trim pieces.



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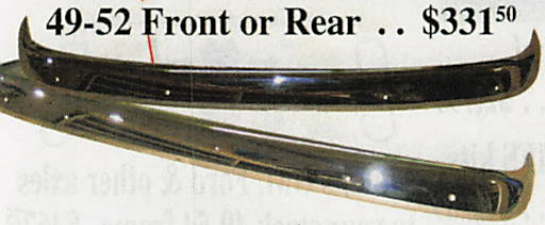

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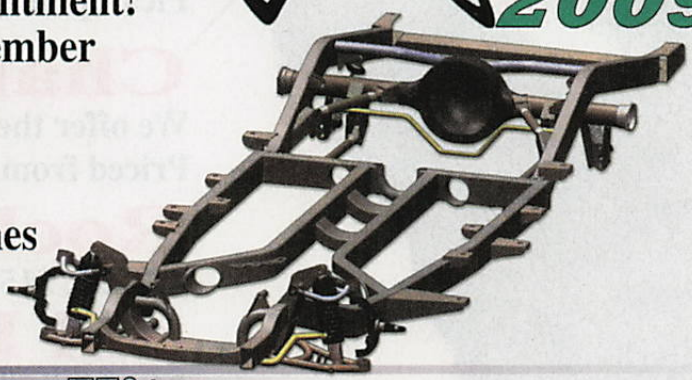

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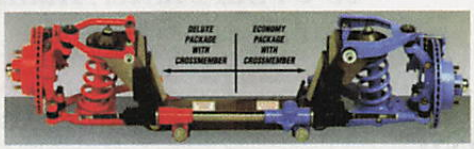

Heidt's Superide II IFS kits w/ crossmember $2,799

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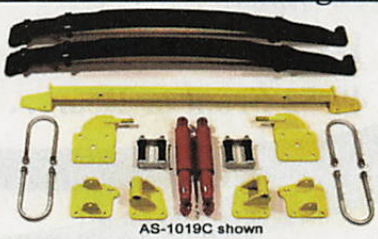

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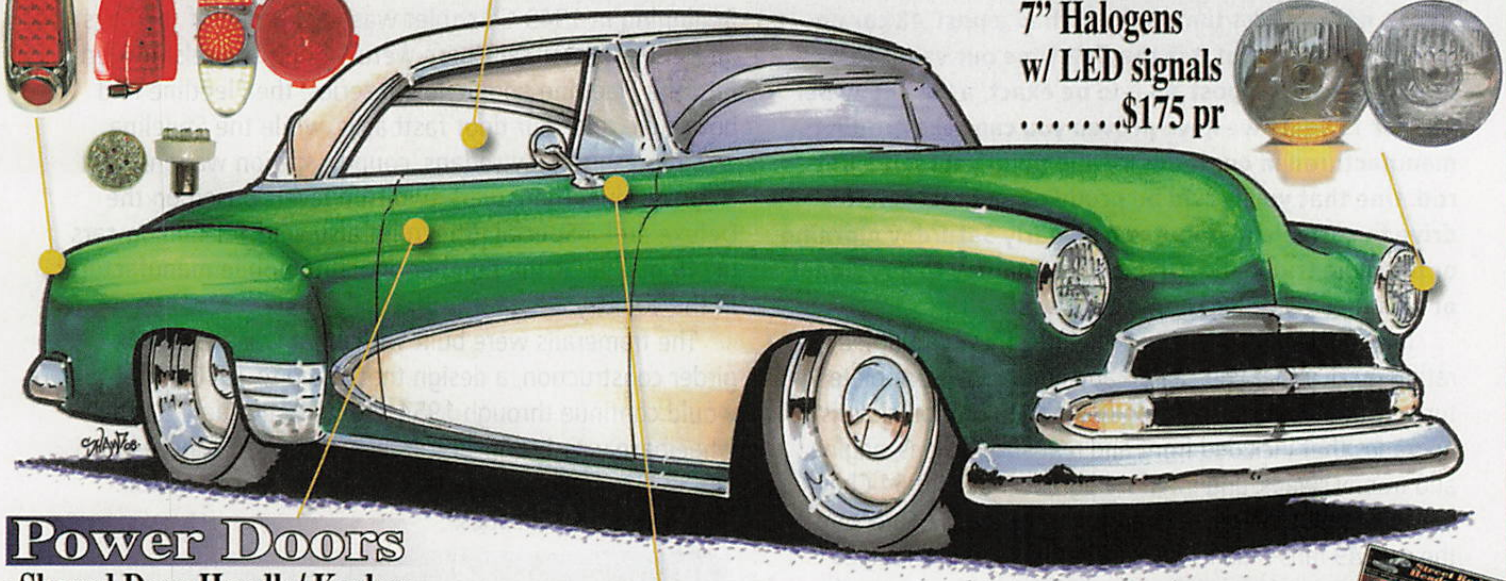

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THE 1949-54 CHEVROLET

The first all-new post-war Chevy and a favorite with hot rodders

BY BRIAN BRENNAN

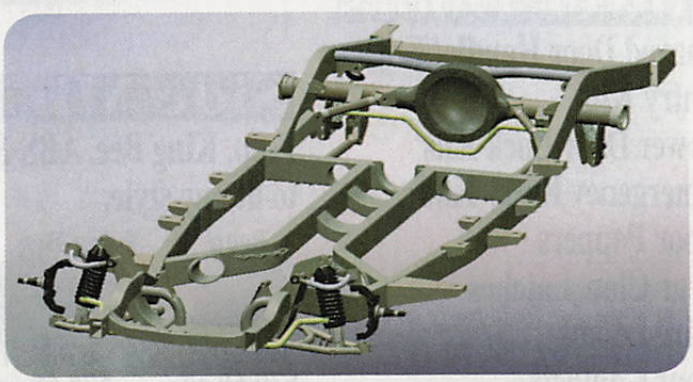
This is a landmark issue for *STREET RODDER*. It's not the first time we have had a post '48 car on the cover but it is the first time our vaunted Road Tour car is a post '48—to be exact, a '52 Chevy Bel Air. For 13 years we have proven you can take product manufactured in our industry and build yourself a hot rod. One that you would be proud of and feel safe to drive to coffee and donuts on an early Saturday morning or pack the trunk and drive across country to a regional or national event and home again.

Taking a look at the street rod industry we found out rather quickly that you can do anything from a complete turnkey frame and suspension upgrade to bolt-on chassis upgrades that included front and rear suspensions, engine and tranny swaps, and interior upgrades. The '49-54 Chevy may well be to the post-'48 crowd what the '32 Ford is to the pre-'49 fans—an iconic car that has a list as long as your driveway of components to build a car from scratch; although right now you must supply the sheetmetal (but who knows what the future holds).

On page 48 of this issue you will see the Road Tour '52 Bel Air that will give you some keys on where to begin the process on building your own. This story concentrates on where to locate parts while at the same time we ask longtime hot rod artist Thom Taylor to give us some ideas to launch our own build. (If you are wondering where to find a car's model number: 1942-48 under floor mat forward of passenger side of front seat; 1949-57 on driver's side front door pillar.)

Let's take a look at some history of the '49-54 Chevy. Beginning in 1949 Chevrolet was very proud of their first all-new post-war car. There were 14 new models divided into the Fleetline and Styleline series; the Fleetline had both two- and four-door fastbacks, while the Styleline was represented by sedans, coupes, station wagons, and a convertible. There were two trim levels based on the Deluxe and a Special. Chevrolet also sold 1.1 million cars in '49 making it the number one automobile manufacturer in the country.

The framerails were built with what was called box girder construction, a design that dated to 1936 and would continue through 1954. From '49 through '54 the wheelbase was 115 inches, front tread was 57 inches for '49-52, 56.6 inches for '53-54 while the rear tread for '49-54 was 58.75 inches.



Art Morrison Enterprises** expanded the availability of its GT-Sport chassis line to include a new design for 1949-54 Chevrolets. **(Info: 800-929-7188; http://artmorrison.com)

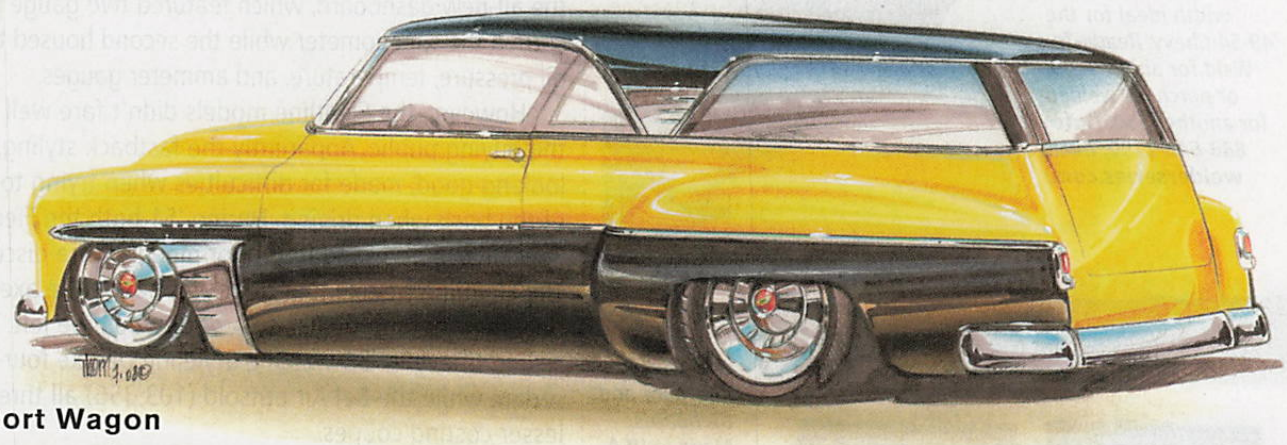
Showcase

BY THOM TAYLOR

To get you into the 1949-54 Chevy tent as we have with our *STREET RODDER* Road Tour '52 Chevy, ye ol' editor Brian thought a trip down What-if Lane might get your juices flowing. I've taken a diverse approach from fairly straightforward to fairly involved—obviously the direction you choose is based on a combination of ability, money, and time. You need at least two of the above, and bless you if you do for it's hard to come up with even one these days. Our contribution is to give you that push by showing these dudes in ways you may not have thought about. These post-war Chevys are the best starting rod material as they are plentiful, inexpensive (as 50-plus year old cars go), and have a ton of reproduction and aftermarket parts available. So look through this issue for what's available in those departments and combined with the series of articles on *STREET RODDER*'s project and these sketches you'll hopefully get some seat time sooner and in something cooler than you think!

1949 Sedan Gasser

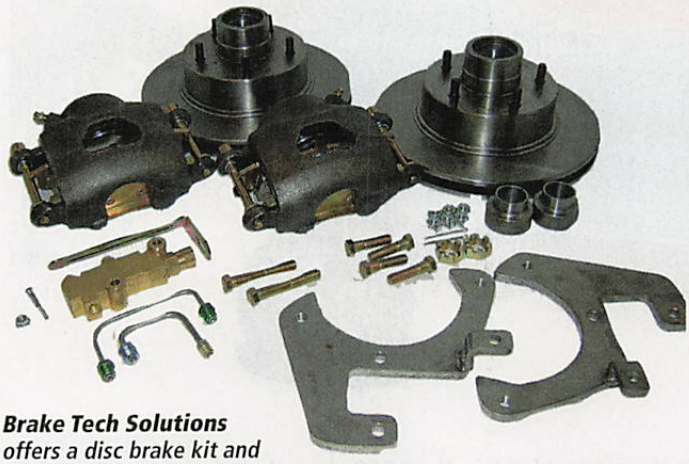
The reason you didn't see more of these cool sedans in the Gasser classes back in the 1960s was they cost more than the Willys and Anglias most racers used, and were a bit heavier. We don't need to worry about that now. They sure do make great Gassers, and our period perfect example includes front-halving the frame for a nice big-block or injected small-block Chevy, tube push bar, cut off front valance, aluminum scoop, radiused rear wheel openings, phony parachute—all for go, and tinted Plexiglas side windows and metalflake silver top for show. The 16-inch rear and 15x4 front fivee's the-spokes are going to hit your wallet hard, but rumors persist that these are going to be available in aluminum at some point soon—keep scanning those ads, kids!



1951 Sport Wagon

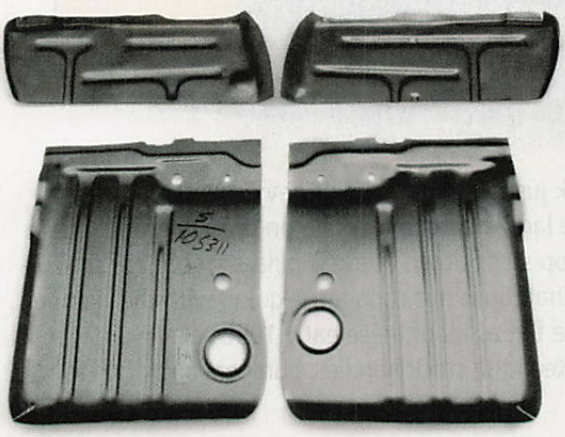
I sketched one of these years ago based on a '51 Ford, and think they work just as well on their Chevy counterpart. The 1953-54 Chevy side trim has been used, reversed front to back, and ties into a large decorative shield on the front fenders, repeated at the base of the B-pillars for a sort of 1950s production look. The top steps down at the B-pillars—about at the point you start fabbing the top extension off of the original hardtop. The original top is not chopped—going with the slimmer rear top helps to give that illusion. Luckily the side and rear windows would be flat as all of these early 1950s cars were. 18-inch billet wheels that mimic 1953-54 Chevy wheel covers look just right. Keep the stock handles, bumpers and grille to add to the confusion as to whether Chevy actually made these or not.

AutoRad, LLC**, has a combination radiator and core support '50-54 Chevys. The assembly includes the aluminum radiator, core support, dual 14-inch fans, overflow tank, and side and bottom panels. **(Info: 770-983-1345; www.autoradradiators.com)



Brake Tech Solutions** offers a disc brake kit and pedal assembly for '49-54 Chevys. **(Info: 866-509-7332; www.braketechsolutions.com)

The Welder Series** offers a Mustang II front crossmember kit with a 56-inch track width ideal for the '49-54 Chevy. Ready-To-Weld for about $200, or purchase welded for another $50. **(Info: 888-648-2150; dw@welderseries.com)



CARS Inc.** offers '53-54 Chevy front floorpans and toeboards. Made in USA of 18-gauge steel and are exact reproductions of factory originals. **(Info: 800-227-7462; www.carsinc.com)

The steering box bolted to the left framerail and had a draglink, similar to what you would expect with a solid axle, which attached to a bellcrank mounted to the center of the crossmember, which in turn was connected to the spindles by individual tie rods.

In the rear, more engineering leftover from the '30s can be found in a closed driveline. The torque tube is solidly attached to the rearend (like early Fords) and connects to the rear of the transmission with a ball and socket arrangement.

At first blush it would appear that sliding an open-drive rearend in place would be a simple swap. However, because of the mounts used on the original rear axle housing the center bolts of the springs aren't really in the center of the springs and installing a substitute axle in the normal manner will result in the wheels being too far forward in the fender openings.

The first Bel Air two-door hardtop was introduced in 1950. There were few substantial changes to the '50 model but such details as the hubcap paint fill was changed from red to yellow, new taillight lenses, and the decklid handle changed. There were other changes to the hood emblem and the vertical bars between the parking lights with the larger bumper guards. The interior was very similar but the '50 Bel Air did have chromed bows on the headliner.

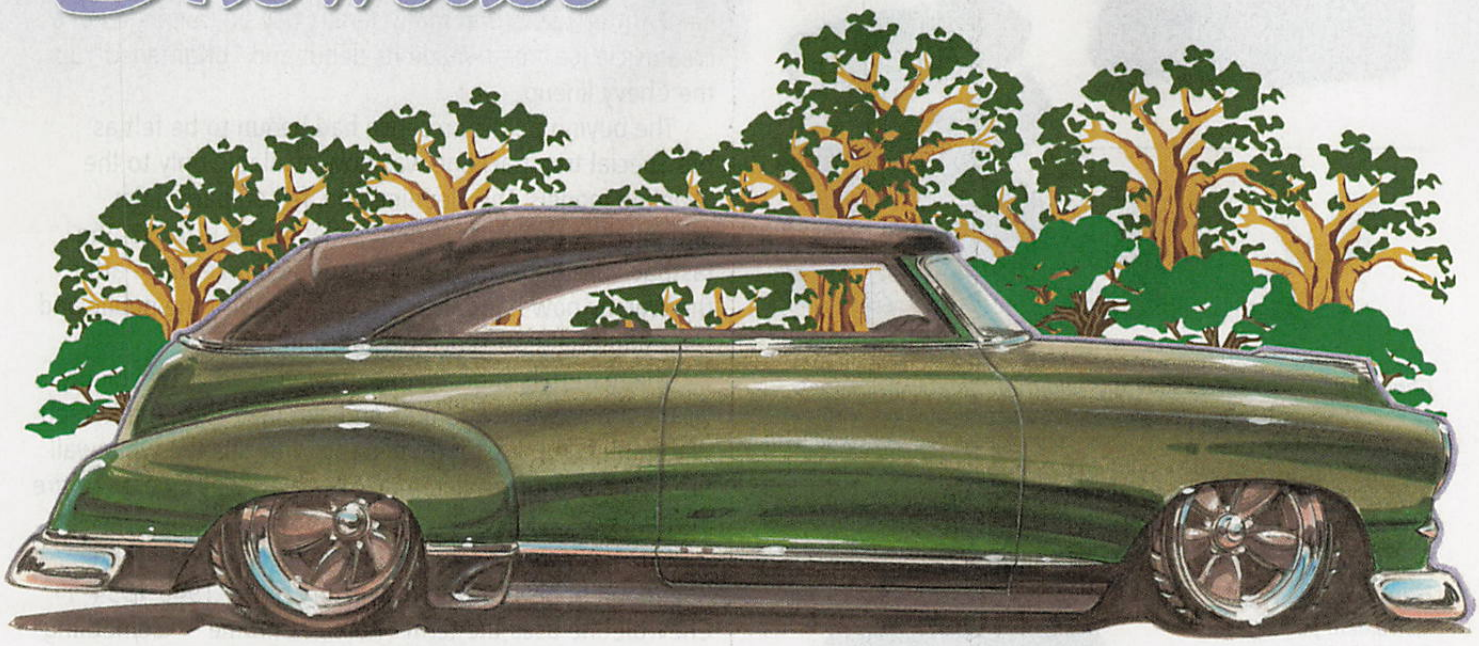
Mechanically 1950 was a big year for Chevy with the introduction of the Powerglide automatic transmission. Because of the resulting power loss (trans slip) Chevy opted to makeup this loss by coupling the Powerglide to the new 235 (hydraulic lifter) six-cylinder. (Engine serial number, 1941-53, is located on the right side of the engine on a boss just to the rear of the ignition distributor for 216 and 235-inch inline six-cylinder engines.) The coil front and parallel leaf rear suspension were also much ballyhooed as the reason the new Chevy exhibited a smooth ride.

In 1951 there were exterior changes but big news was the all-new dashboard, which featured two gauge pods; one carried the speedometer while the second housed the fuel, oil pressure, temperature, and ammeter gauges.

However, the Fleetline models didn't fare well with the buying public. Apparently the fastback styling, while looking good, made for difficulties when trying to see out of the back when driving. During '51 both the Fleetline Special two-door and four-door models were discontinued. The Fleetline Deluxe four-door was next to be axed leaving only the Fleetline Deluxe two-door would be left. The best selling Chevy in '51 was the Styleline Deluxe four-door sedan, while the Bel Air outsold (103,356) all three of the lesser costing coupes.

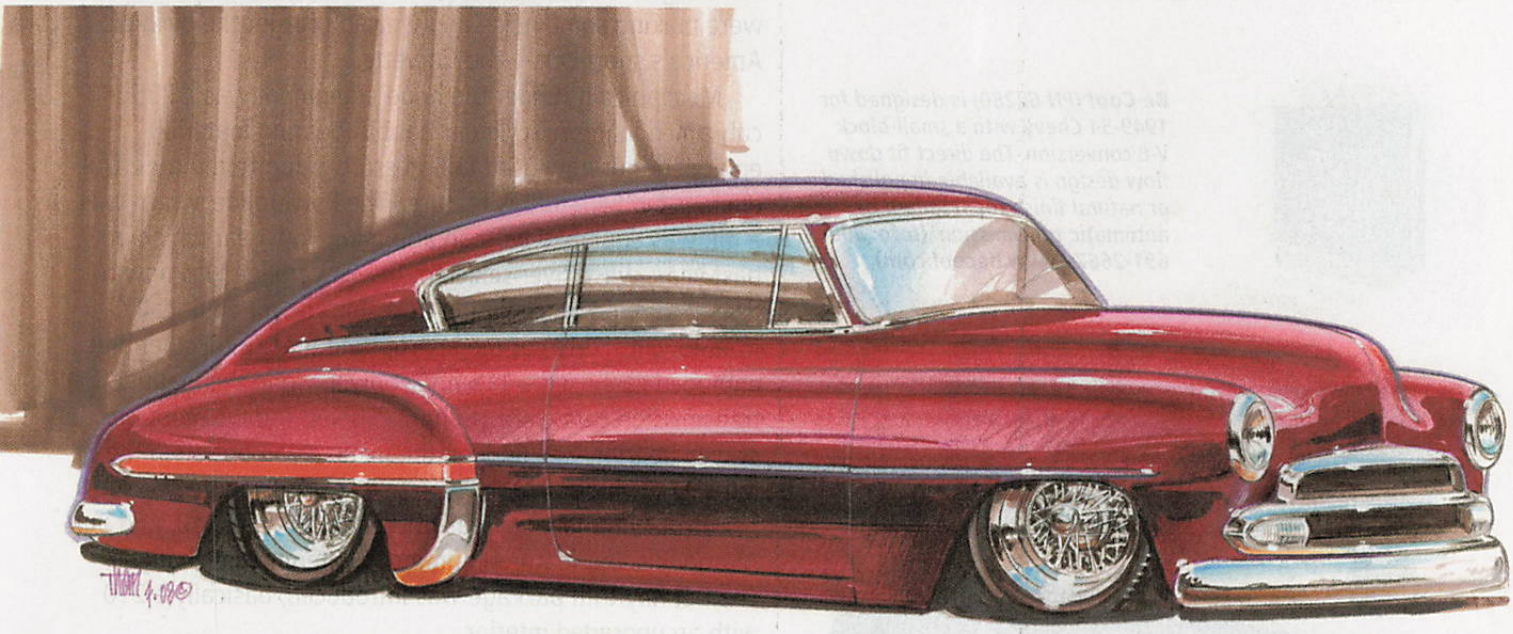
Mechanically the 216.5 six cylinder (92hp) was mated to the three-speed manual tranny, while the larger 235 six (105hp) was reserved for the Powerglide.

The year 1952 proved to be bittersweet for Chevy both from a styling and production viewpoint. Material shortages were still the norm resulting from the Korean War making production still an issue. Yet, a new two-tone



1950 Sedan Delivery/Phaeton

Chevy hadn't made phaetons for years, but that doesn't mean we can't see what one looks like if you take a sedan delivery and hack the top off. Sometimes the earlier body styles don't translate well to later cars, but I think this looks just right. The difficult aspects of this are fabbing the top bows—maybe do them in conduit or use a combination of steamed bows and metal brackets for a slicker application, and making the side windows work—though a true phaeton doesn't have side windows. Low trim breaks up the sides nicely, and we've worked a little brake duct into the lower rear fenders—helping to give a reason for those bulging forms.

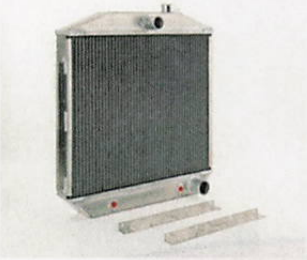


1950 Chevy Fleetline Bel Air

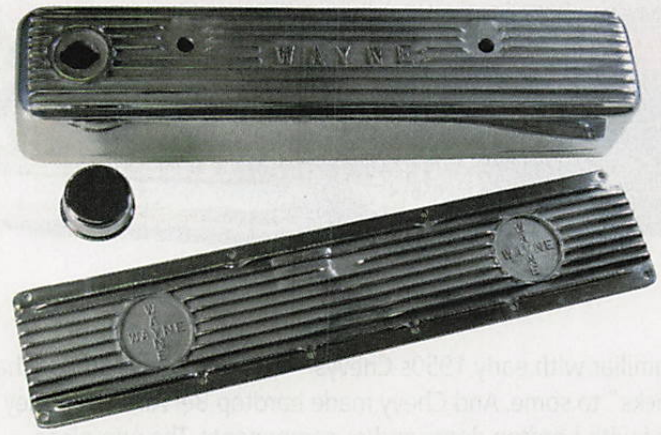
This is one of those ideas that will float by most that aren't familiar with early 1950s Chevys—but who cares—those that know will dig it. Chevy made Fleetlines—"fastbacks" or "aerobacks" to some. And Chevy made hardtop Bel Airs—but they didn't make a Bel Air Fleetline. You'll be combining a Fleetline roof with hardtop doors and/or components. The one-piece Oldsmobile windshield it a must, and we've stolen 1953-54 Bel Air side trim and worked it into the sides. The stainless at the beltline is stock Fleetline. The front bumper has been lowered to just below the lower grille trim to visually lower the whole car. You could run stock 15-inch Skylark wire wheels, or see if somebody will lace some 18-inchers—and the old Tahitian Maroon paint would look sexy. SR

Chevs of the 40's** offers sunvisors and traffic light viewers for '49-52 Chevy exteriors plus Fulton style and ball cap style exterior sunvisors that fit '49-52 Chevy cars (some for earlier). All come with stainless trim and include mounting hardware.* ***(Info: 800-999-2438; www.chevsofthe40s.com)

Dakota Digital** has instrument packages for 1949-54 Chevy cars. The vacuum fluorescent instrument packages include the senders (oil pressure, water temperature, and speed), and features the Series III control box with push button speed calibration and user-adjustable warning points for oil pressure and water temperature.* ***(Info: 800-852-3228; www.dakotadigital.com)



Be Cool** (PN 62280) is designed for 1949-54 Chevy with a small-block V-8 conversion. The direct fit down flow design is available in polished or natural finish for standard or automatic transmission.* ***(Info: 800-691-2667; www.becool.com)



Egge Machine Company** offers the Wayne dress-up kit. The straight-six 235 can have a nostalgic Wayne sand cast valve and side cover. The kit contains the valve cover and side cover, stud kit and chrome push-in breather.* ***(Info: 800-866-3443; www.egge.com)

color, Bittersweet, that many to this day are reminded of a creamsicle ice cream made its debut and "brightened" up the Chevy lineup.

The buying public presence had begun to be felt as the Special trim package was now available only to the Styleline models. The Fleetline, too, fell on hard times and only the Deluxe four-door sedan made it to '52. The fastback design, which dominated the marketplace after the War, by now had fallen out of favor with the public and the traditional notchback was back in vogue.

The materials shortage manifested itself in two highly visible areas; whitewall tires and chromed trim. The Korean War gobbled up lots of rubber and with this the whitewall tire was a consumer victim in '52—blackwalls were the tire of the day.

Next up was the lack of chrome (according to John Robertson in his book on the history of the 1940-1954 Chevrolet he uses the term "Korean Chrome"—something ye ol' editor hadn't heard to date. Again, because of resources needed for the war Detroit came up with a chrome process that featured the elimination of nickel; chrome was applied over the copper. The resulting "chrome" was less durable and had a yellowish tint to it. To this there was a clearcoat but it, too, wasn't durable. (The one exception was the bumpers as they were handled via the traditional process.)

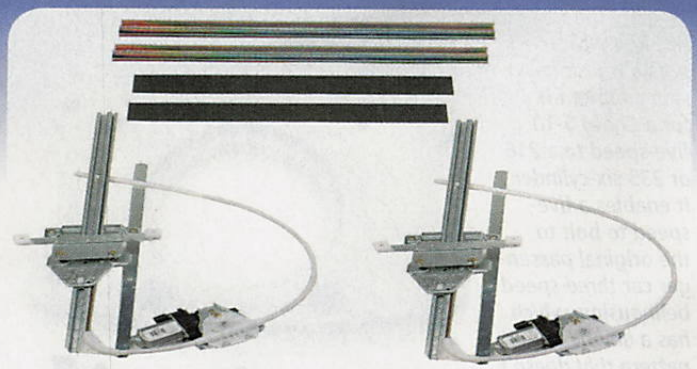
The year 1953 was important to Chevrolet with the debuting of new sheetmetal; the 150 and 210 models were making some noise and we can't forget the birth of America's sport cars—the Corvette.

Mechanically, under the hood equipment was a 235 cubic inch inline six-cylinder babbit (bearing material) equipped that now used full pressure oiling to the rods. (All engines by '54 had this feature.) The Powerglide, which was a hit, was equipped with an automatic low gear which in past years was driver selected. The Powerglide was now a true automatic transmission as it shifted "automatically" from low into drive at the appropriate time. The Powerglide equipped cars used a 115 horsepower, while the manual transmission cars were 108hp 235 sixes. Did we mention power steering was now on the menu as an option in the full-size Chevys?

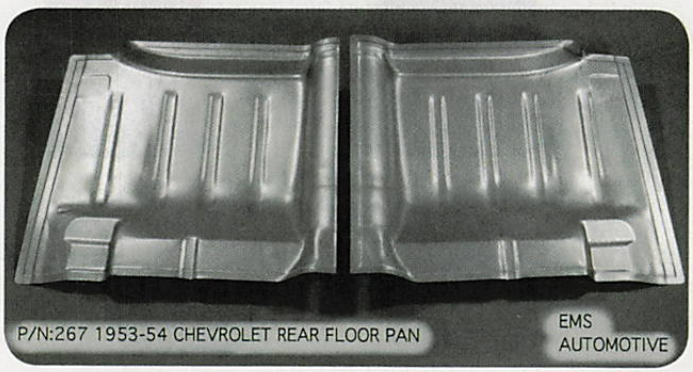
The 1954 Chevrolet was offered in the 150, 210, and Bel Air models and featured numerous exterior trim changes. The Del Ray trim package was introduced, basically a 210 with an upgraded interior.

While the sheetmetal and interior refinements were high on the list for '54 the mechanical changes to the powertrain and chassis were still a year away. Other optional equipment that came about this year included power brakes, power seat, power front windows.

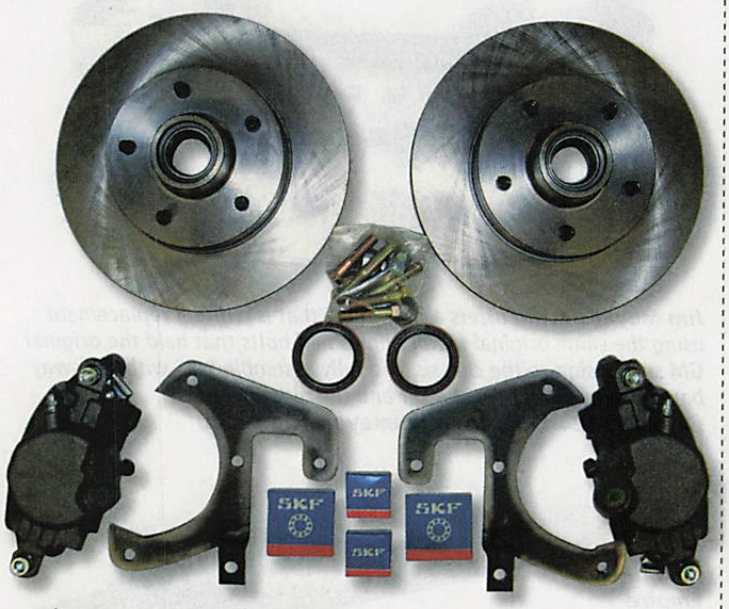
By model year end Chevy was still outselling Ford but the numbers game was very close. Chevy was competing against Ford who had introduced its overhead valve V-8 while Chevy was still a year away. SR



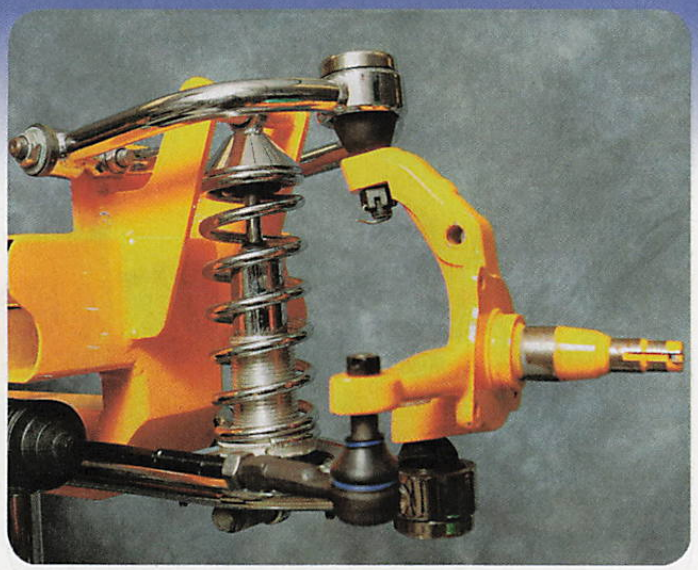
***Electric-Life's** power window system for the '49-54 Chevys offers a new generation compact high torque OEM style motor, designed for smooth quiet operation and improved vertical and lateral movement resulting from free floating sash rides.*
(Info:800-548-2168; www.electric-life.com)



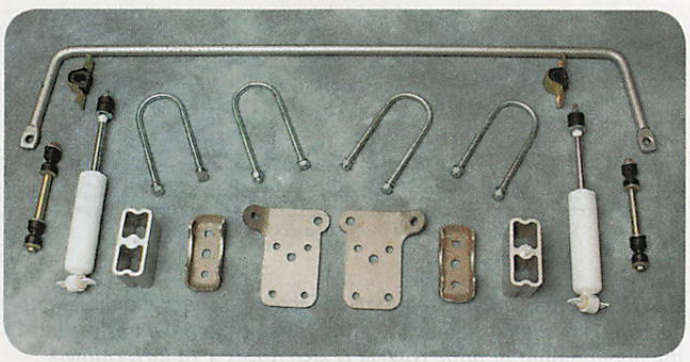
***EMS Automotive** is the only one producing these die-stamped 18-gauge steel rear floor pans that extend from the end of the front floor panel. It also continues rearward to just under the rear seat and extends from rocker to rocker panel. Included is the driveshaft tunnel.*
(Info: 216-541-4585; http://emsautomotive.com)



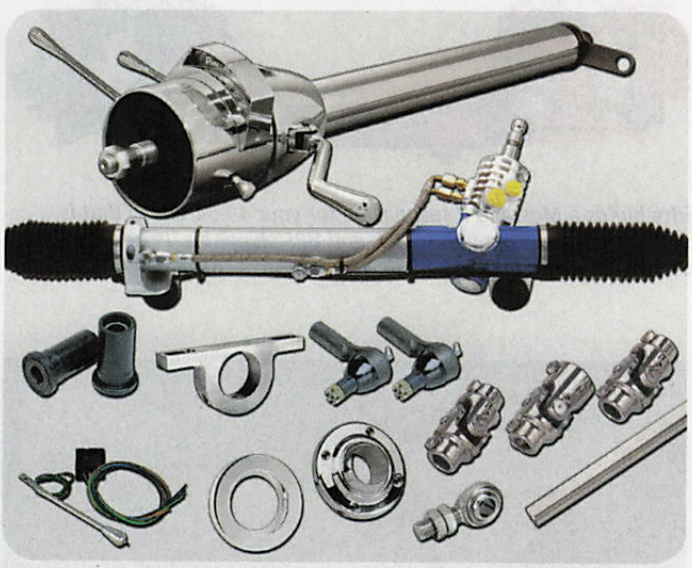
***Engineered Components Inc. (ECI)** recommends a bolt-on 5 lug 4 3/4-inch disc brake kit for the '49-54 Chevys using stock spindles and steering arms. This kit uses '70-77 GM rotors, '70-81 big piston calipers, new inner and outer bearings and seals, inner bearing adapters, brackets and hardware.*
(Info: 860-872 7046; www.ecihotrodbrakes.com)



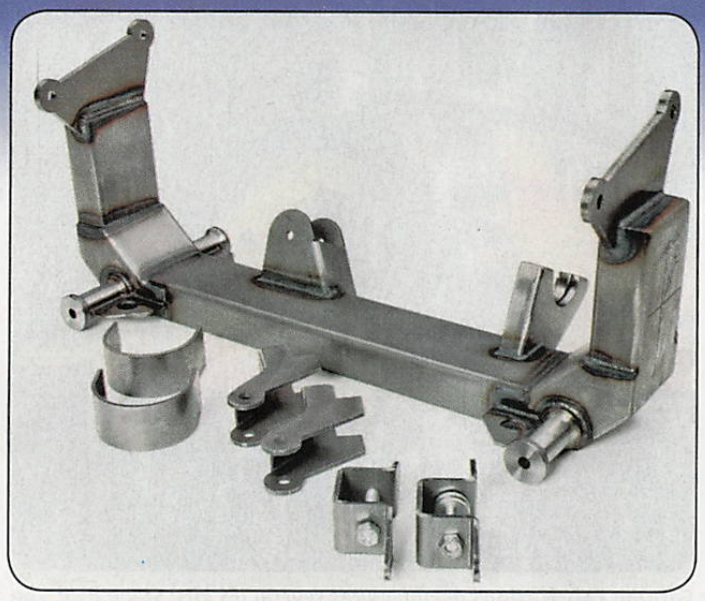
***Fatman Fabrications** manufactures several IFS kits; Stage II, III. The Stage III IFS offers stainless steel control arms, coilover shocks, and can be upgraded to Stage V with Shockwaves.*
(Info: 704-545-0369; www.fatmanfab.com)



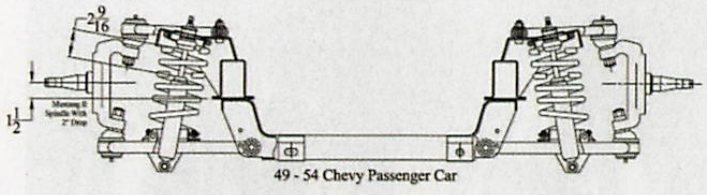
***Fatman Fabrications** sells a rear axle mounting kit. Weld on the axle saddles and bolt in the rear with the kit supplied U-bolts and 1 ¾-inch lowering blocks. The special lower clamp plate and lowering blocks center the wheel correctly in the rear fender, correcting for the Chevy's unusual off center spring pin.*
(Info: 704-545-0369; www.fatmanfab.com)



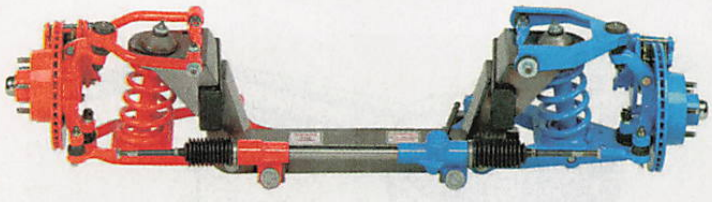
Flaming River** offers a 1952 Chevy Road Tour Package (FR319KT) that comes with column shift tilt column with neutral safety and dimmer switches, dash and floor mounts, stainless steel U-joints, stainless DD shafting, support bearing, power steering lines, rack mount bushings, outer tie rod ends and a Mustang II power rack and pinion. **(Info: 866-815-3669; www.flaming-river.com)



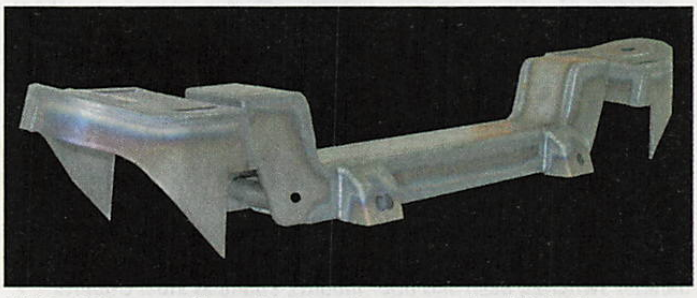
Flat Out Engineering *has a '49-54 Chevy front IFS crossmember that will accept '84-87 or '88-96 C4 Corvette front suspension.* ***(Info: 714-639-2623; www.flatout-engineering.com)***



GAYLECO *offers a MII setup with an increased shock mount height and this is accomplished by lowering the bottom mount or raising the upper mount or both. GAYLECO also offers a 14-inch coilover spring that provides a softer ride along with the 8- and 10-inch coilover spring.* ***(Info: 501-321-1130; http://gaylebridgesco.com)***

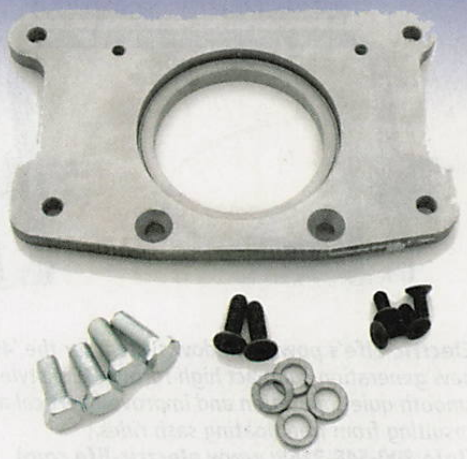


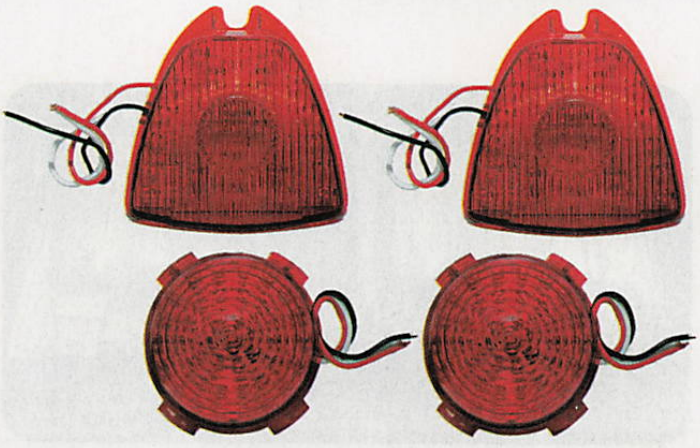
Heidts *builds a Mustang II suspension for your'49-54 Chevy that is complete frontend from hub to hub and UPS shippable. Prices start at $1,799.00.* ***(Info: 800-841-8188; www.heidts.com)***



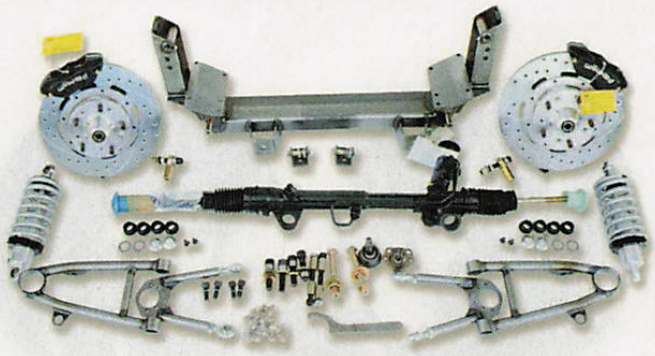
JW Rod Garage *offers a Mustang II crossmember kit (or just a crossmember) that is 3/16-inch steel TIG welded and designed to fit a '49-54 Chevy's.* ***(Info: 888-414-8787; www.jwrodgarage.com)***

Hot Rod Works sells a transmission adapter kit for a Chevy S-10 five-speed to a 216 or 235 six-cylinder. It enables a five-speed to bolt to the original passenger car three-speed bellhousing, which has a unique bolt pattern that doesn't match any modern transmission. (Info: 208-463-1068; www.hotrodworks.com)

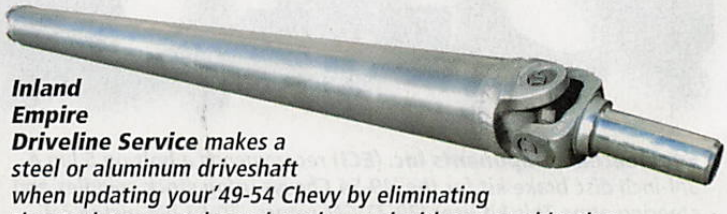




Bob's Classic Chevy *has LED taillights. These super-bright taillights are available for all 1949-57 full-size Chevrolets; prices range from $44.99 to $119.99. LED backup lights are available separately for 1953-56 models; prices range from $89.99 to $149.99.* ***(Info: 866-572-4389; www.bobclassicchevy.com)***

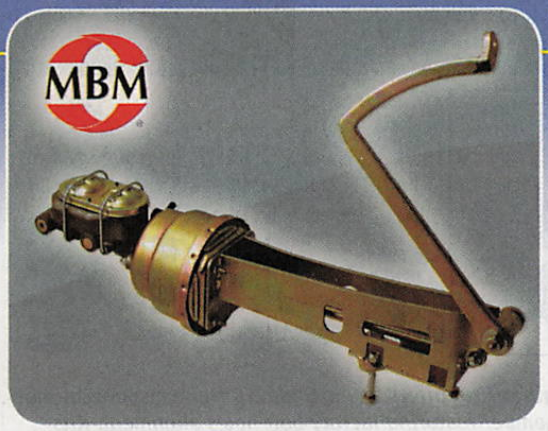


Jim Meyer Racing *offers a bolt-in IFS that is a direct replacement using the same original factory holes and bolts that held the original GM suspension to the chassis. The fully assembled IFS with antisway bar can be rolled under the car and the old one out.* ***(Info: 800-824-1752; www.jimmeyerracing.com)***



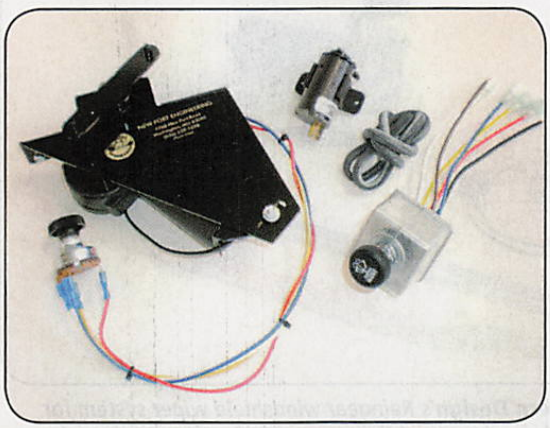
Inland Empire Driveline Service *makes a steel or aluminum driveshaft when updating your'49-54 Chevy by eliminating the stock torque tube and can be used with any combination of transmission and rearend. Three simple measurements are needed to get a balanced driveshaft built.* ***(Info: 800-800-0109; www.iedls.com)***

The 9-Inch Factory *assembles a direct bolt-in rearend that can be ordered in a stock or narrowed width. All rears come with 31-spline axles, big bearings, Torino flanges, and your choice of third member options, with a variety of disc and drum brake options.* ***(Info: 800-332-3450; www.9inchfactory.com)***



MBM Brakes *has an easy solution to bolt-on power brakes for your '49-54. Kit (PBUC4954) includes pedal assembly, cast iron master cylinder, and dual-diaphragm 7-inch power booster and hardware.* ***(Info: 800-231-4125; mbmbrakes.com)***

Juliano's *offers a FMVSS-approved three-point retractable harness that fits '49-54 Chevys. It incorporates an internal retracting device, comes in a variety of colors, and included are reinforcing plates and proper hardware. Price is $119.95 per person.* ***(Info: 800-300-1932; www.julianos.com)***



New Port Engineering *has Clean Wipe Kits for '49-54 Chevy's. The kit has a new heavy-duty electric motor, two-speed switch, mounting bracket, wiring harness, direct bolt-in kits that attach to the stock mounting brackets or cable drum assembly.* ***(Info: 800-829-1929; www.newportwipers.com)***

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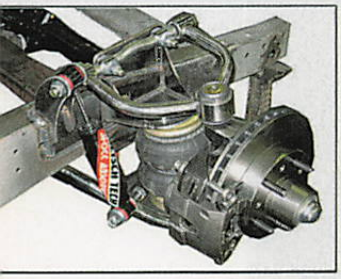
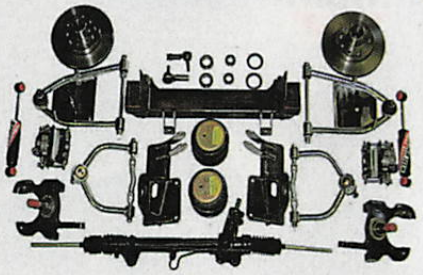
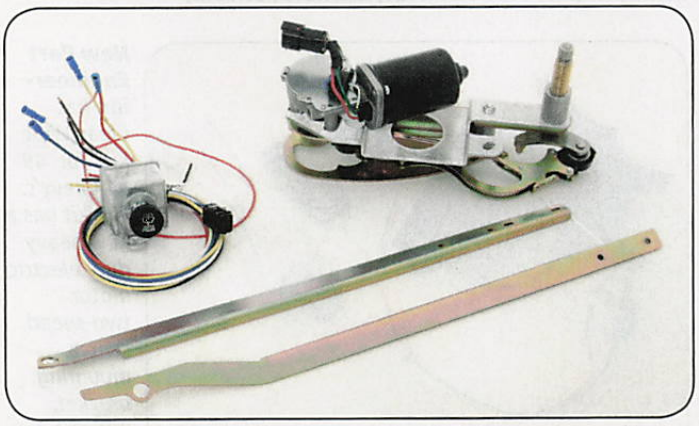
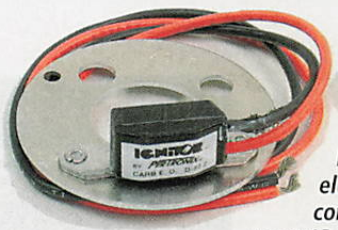




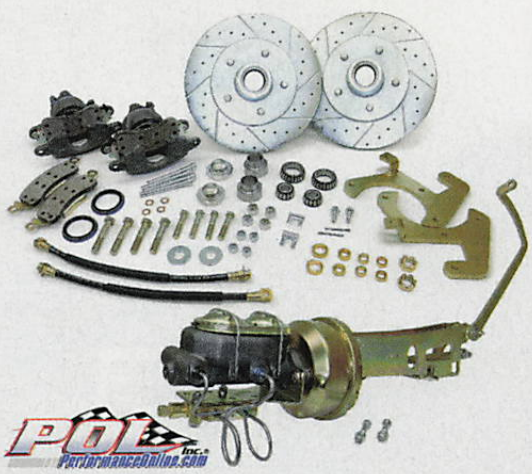
No Limit Engineering *offers an Air Glide IFS front suspension that uses a crossmember featuring factory bolt holes alignment. Kits can be ordered with small-block Chevy or LS motor mounts, include "smart spindles," 11-inch brakes, and power rack and pinion.* ***(Info: 888-297-6032; www.nolimit.net)***



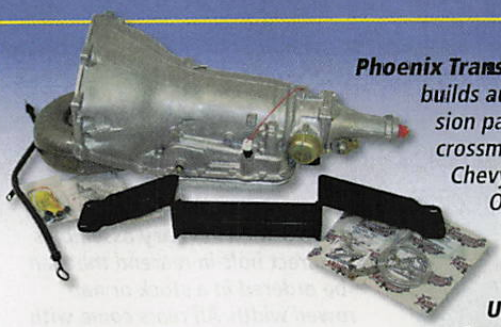
Pacific Western Design*'s Raingear windshield wiper system for '53-54 Chevy's is a lever-and-link system designed to replace the OEM vacuum unit. It has a 12-volt, 10-amp motor and comes with a two-speed switch. It's designed to work with OEM arms and blades.* ***(Info: 360-385-5493; www.pacificwesterndesign.com)***



PerTronix *markets an Ignitor electronic ignition conversion kits for most 12-volt negative ground GM Delco points-type distributors from '41-62. Kits are available in negative 6-volt, positive 6-volt or positive 12-volt polarities.* ***(Info: 800-827-3758; www/pertronix.com)***

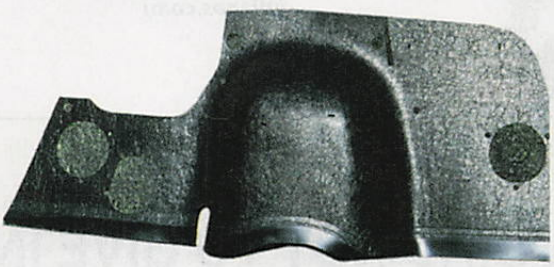


Performance Online, Inc. (POL) *sells a disc brake kit ($709.00) that mounts to OEM spindles and includes 11-inch rotors, GM calipers with brake pads, bearings, seals, dust caps, spindle nuts, mounting brackets, rubber brake hoses, and power brake booster with master cylinder and prop valve. It's shown with optional cross drilled and gas slotted rotors.* ***(Info: 800-638-1703; www.performanceonline.com)***

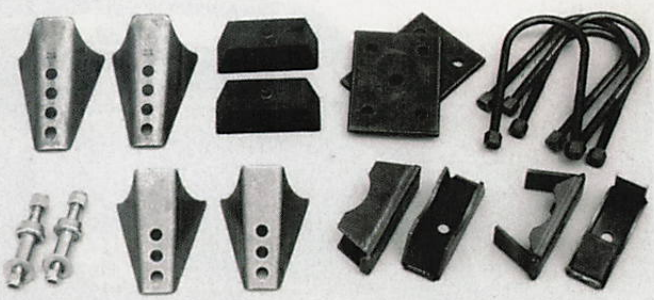


Phoenix Transmission Products *builds automatic conversion packages (including crossmember) for '48-54 Chevys. Kits work with OEM 235, small- and big-block or LS engines.* ***(Info: 866-SHIFT-UP; www.phoenix-trans.com)***

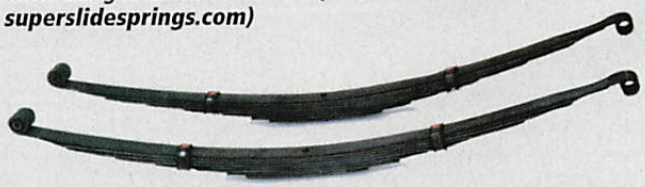
Ron Francis Wiring *offers a '49-54 Chevy Express (XP-762 for $429.95) harness. A small fuse panel that comes with everything in one package, it includes properly-sized feeds for the ignition, starter and alternator, and can be ordered for the original six cylinder. It has 21 circuits, 2 flashers, 2 relays, can be ordered for the GM or 1-wire alternators, point ignition, HEI, or any aftermarket distributor.* ***(Info: 800-292-1940; www.ronfrancis.com)***



QuietRIDE Solutions *offers a combination of materials—Dynamat sound dampening and Heat Shield for thermal insulation and also manufactures a pre-cut and ready-to-install kit to completely encapsulate the passenger compartment of your '49-52 Chevy.* ***(Info: 209-942-4777; www.quietride.com)***



POSIES *Super Slide springs for '49-54 Chevys are available lowered 3 inches or stock. The springs come with a choice of center bolt locations; stock if using the original rearend or an offset when using later model reared.* ***(Info: 717-566-3340; www.superslidesprings.com)***



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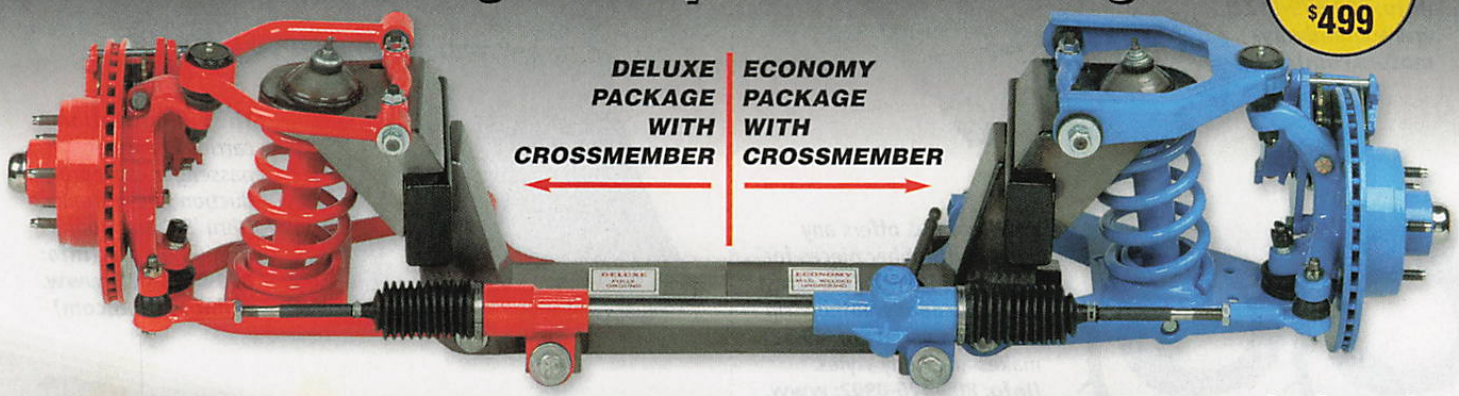

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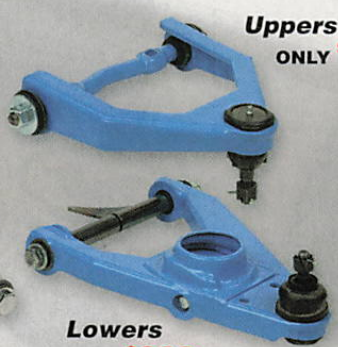

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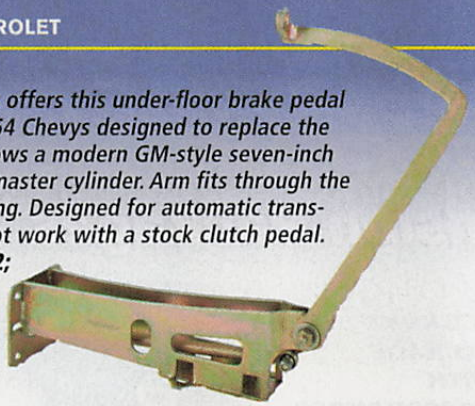


Speedway Motors *offers this under-floor brake pedal assembly for 1949-54 Chevys designed to replace the stock setup and allows a modern GM-style seven-inch brake booster and master cylinder. Arm fits through the original floor opening. Designed for automatic transmissions and will not work with a stock clutch pedal.* ***(Info: 800-979-0122; www.speedway-motors.com)***

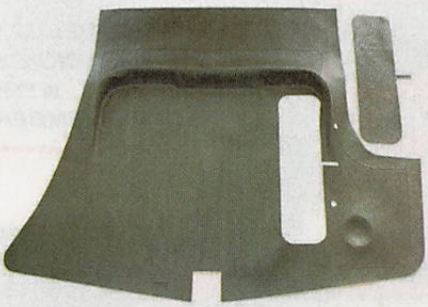
SoffSeal Inc. *offers any number of rubber pieces for your '49-54 Chevy; the latest are these door weatherstrip seals for a variety of '49-52 makes and body styles.* ***(Info: 800-426-0902; www.soffseal.com)***

Stockton Wheel Service *offers one of the largest selections of officially-licensed reproduction caps for '49-54 Chevys, available in a chromed or polished stainless steel finish (depends on model). Each features the correct OEM logos and/or ribs and fit any original wheel.* ***(Info: 800-395-9433; www.stocktonwheel.com)***

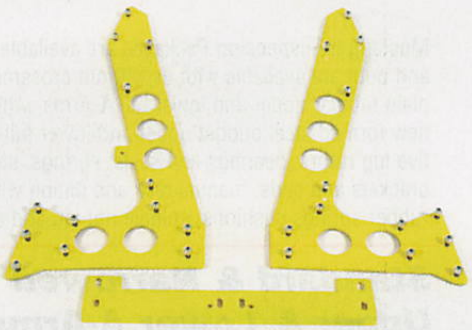
Tanks, Inc. *reproduces '49-52 Chevrolet passenger car gas tanks in alloy coated steel and high-density cross-linked polyethylene. For $380 (PN 51CG-PA-2) the tank has mounting straps, in-tank pump module with pump, filter sock, internal wiring harness, supply fitting, return fitting and a vent. Sender not included* ***(Info: 320-558-6882; www.tanksinc.com)***

Total Cost Involved Engineering*'s bolt-in rear leaf kit features 2-inch lower leaf springs, shock kit, mounting brackets, weld-on axle brackets, hardware, and instructions.* ***(Info: 866-925-1102; www.totalcostinvolved.com)***

United Pacific Industries *offers '49-54 passenger car L.E.D. taillight assemblies. Complete taillight includes chromed rim, polycarbonate L.E.D. lens, round red reflector, back housing with socket and bulb.* ***(Info: 310-638-3717; www.uapac.com)***

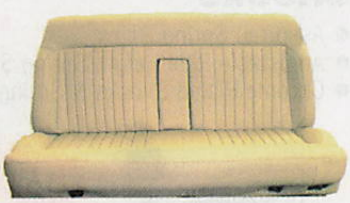


The Filling Station *carries Chevrolet passenger car reproduction Chevy trunk (thru '54) and floor (thru '57) mats.* ***(Info: 800-841-6622; www.fillingstation.com)***



Total Cost Involved Engineering*'s transmission and X-member kit features a bolt-in crossmember and replaces stock X-member and mounts the brake pedal assembly and T350 or 700-R4.* ***(Info: 866-925-1102; www.totalcostinvolved.com)***

Vintage Air *offers its Magnum Gen-IV as a custom fit for '49-54 Chevys. Its unique case design allows extra clearance of larger engine tunnels. ProLine three knob control panel can be used with the Gen-IV in this application.* ***(Info: 800-862-6658; www.vintageair.com)***



Wise Guys Seats *has designed a bench seat for the '49-54 Chevy. Available in solid back seat-style or in a split-back and designed to fit OEM mounting. Additional features include 18 position recliner mechanism, 12-volt power ports, and center arm rest. Wise Guys will also reupholster your rear seat to match your new front.* ***(Info: 866-494-7348; www.wiseguys-seats.com)***

A Pictorial History of Chevrolet 1940-1954 *by John D. Robertson available through* ***Motorbooks International*** *is an ideal read for every hot rodder into this era of Bow Tie. We found it to be a great research piece.* ***(Info: 800-826-6600; www.motorbooks.com)***

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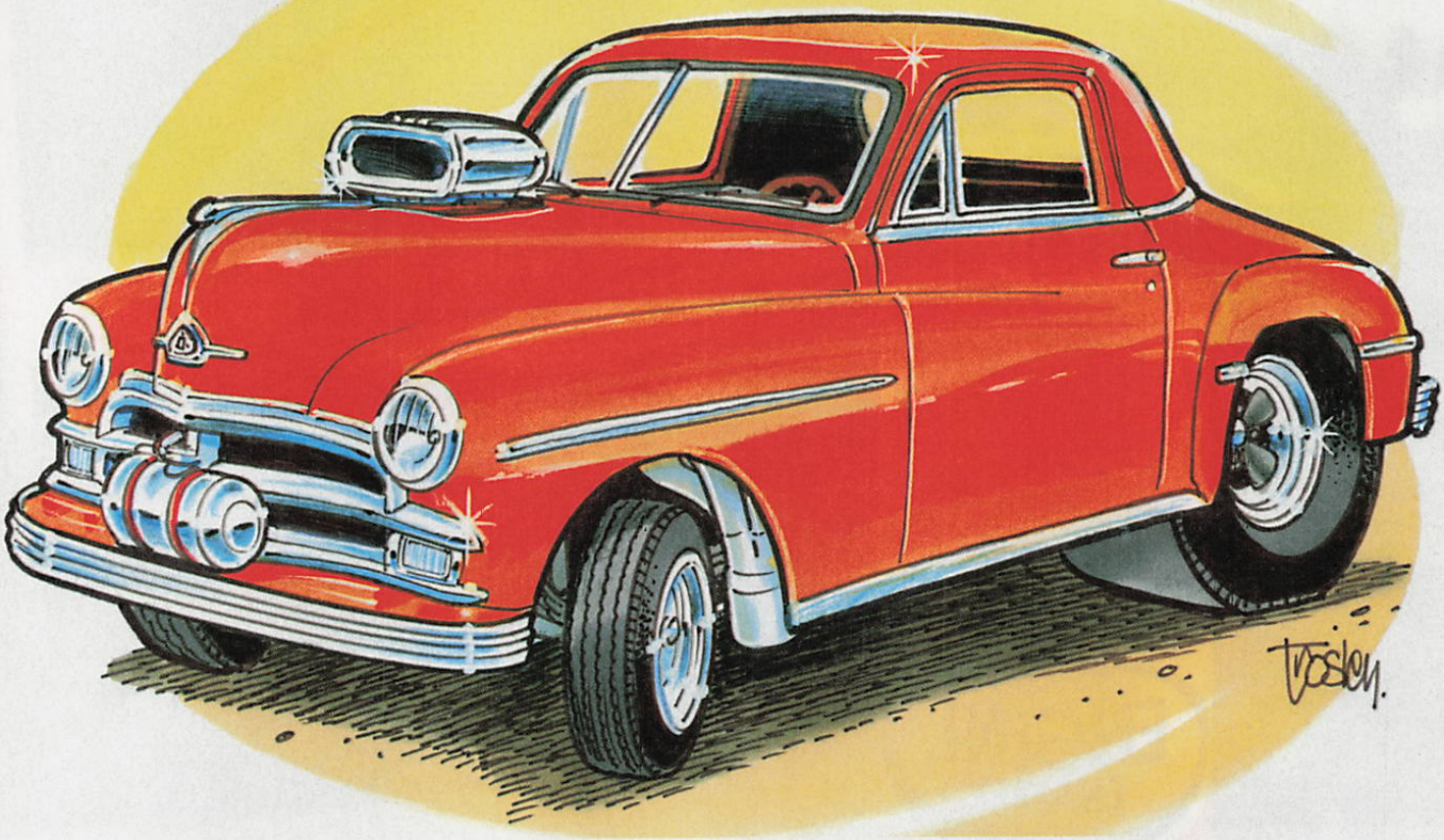
RAMRODDER: Part II



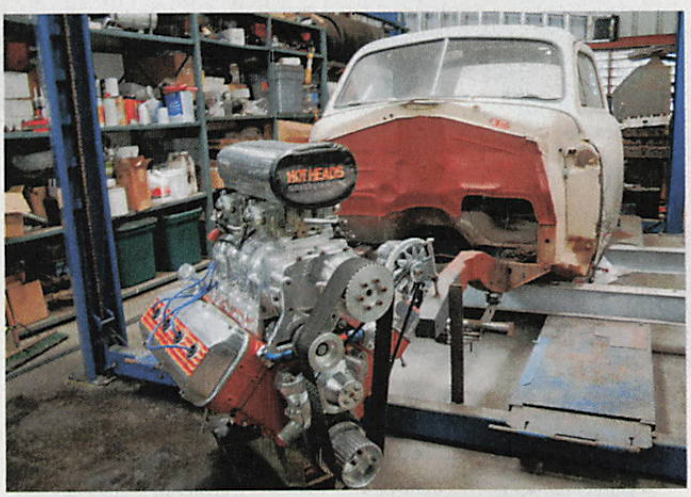
Makin' room for more motor

While waiting for a few suspension components to show up so we can get Ramrodder up on its wheels, we turned our attention to what firewall modifications would be necessary to stuff a blown early Hemi in the space once occupied by a flathead six.

Ironically both engines are about the same length, around 32 inches from the farthest point forward (the fan on the six and the blower pulleys on the Hemi) to the bellhousing surfaces. And while that would seem to indicate that space wouldn't be a problem for our V-8 transplant, like many cars of the era that were equipped with six cylinders, the firewall has an indentation in the center to accommodate an inline engine. Further complicating fitting many early Mopars with a V-8 is the shape of the firewall above the toe boards adjacent to the indentation—it kicks forward on both sides just about where the heads want to be.

After concluding the firewall needed some modification, it was decided that the easiest method was to simply cut out the protruding portions and weld in some flat sheetmetal, but then Leroi "Tex" Smith stopped by the shop to see what we were up to. A dyed-in-the-wool Mopar fan, old school hot rodder, and talented metalworker (not to mention co-founder of this very magazine) Tex suggested another approach. Basically his idea was to cut those protruding sections loose, straighten them, and reattach them to the toe boards and the center section. By doing so, all the ribs, lumps, and bumps of the original would be retained for a factory look, and we'd have the increase in space we were after.

Although we're working with a blown Hemi, just about any V-8 swap could benefit from the same procedure—here's how to do it. SR



With the stock steering and suspension removed and the Fatman Fabrications stubs in place, we decided to modify the firewall to make more room for our blown Hemi.

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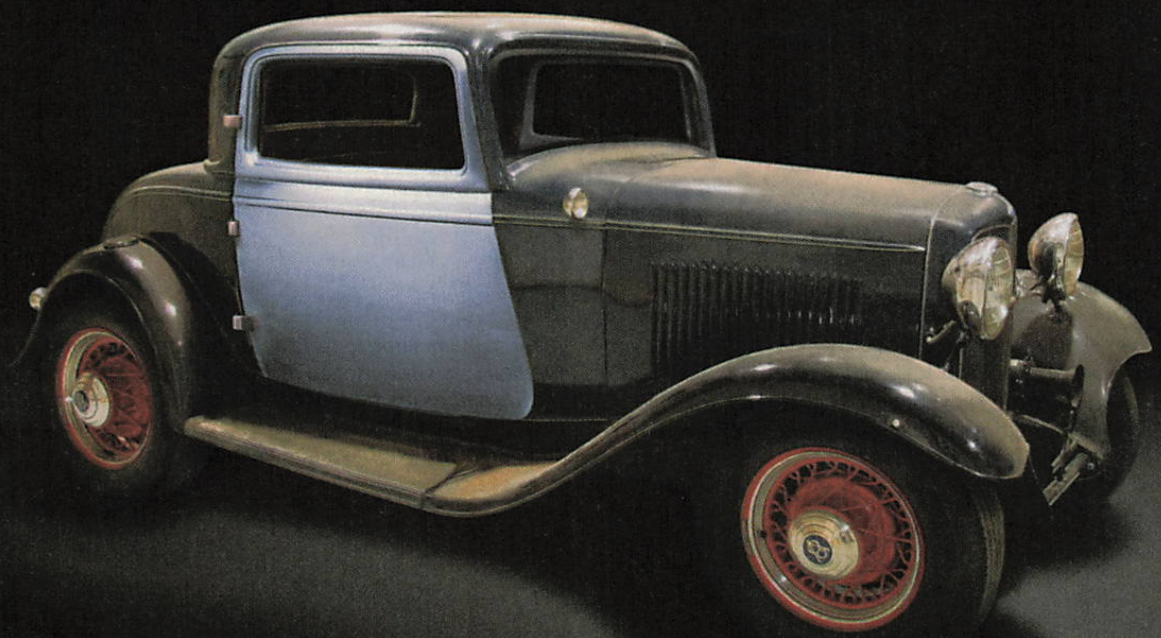

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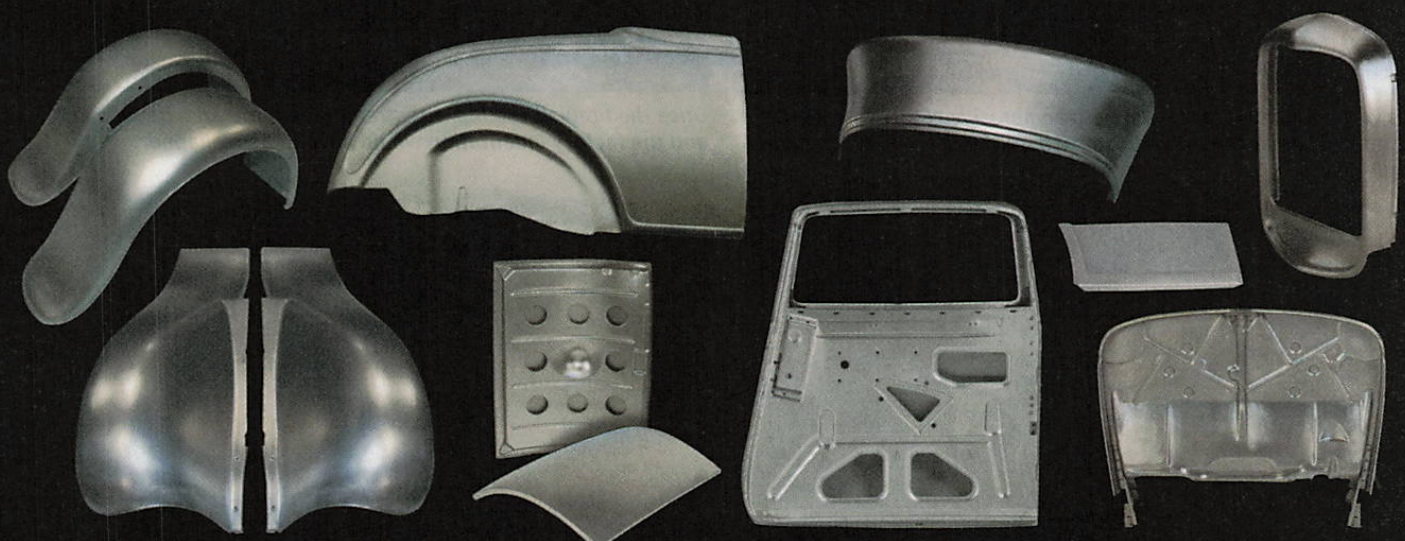

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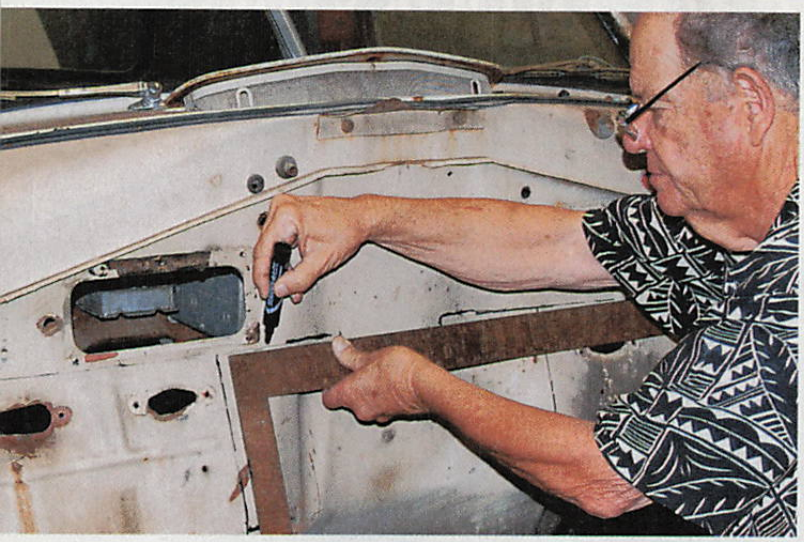
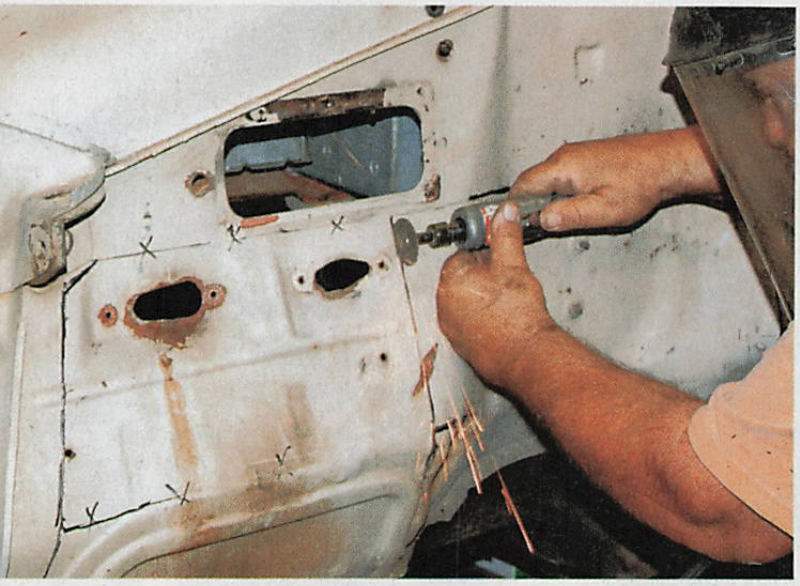


Tex Smith laid out where the cuts need to be made to push the protruding portions of the firewall back and make the firewall flat.

After making a horizontal cut at the toe board joint, the severed firewall was straightened by hand. After some trimming it was reattached to the toe board with some tack welds. Notice the resulting gap to the left; an indication of how much engine compartment length will be gained.



The vertical cuts were started with an abrasive cutoff wheel—the horizontal line at the top indicates where the firewall will be bent to the rear.

Once the firewall section was straightened, the area between it and the factory indentation would have to be reshaped.

With the cuts started, a reciprocating saw was used to continue them to seam where the firewall joins the toe board.

The section to the right of the now straight firewall was cut horizontally and a second vertical cut was made so it could be hammered flat. Some trimming was required to make it fit. Note how the lower section now overlaps the straightened portion—it was trimmed before hammering it into position.

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On the driver side the procedure was the same—the protruding portion was straightened—but the removable floorboard on this side of the car is rotted and will have to be replaced.

The indented area was again split horizontally, hammered flat and trimmed to fit before being tack welded in place. The bottom flange indicates the firewall's original shape. It was cut and reshaped as well.

Here the left side has been straightened, indentation has been trimmed, reshaped with a hammer and dolly and tack welded in place.

With all cuts welded solid it was time to fill all the holes (and there were a bunch of them) and the newly-created gaps on each side.

Prior to filling any holes a hammer and dolly was used to flatten the edges of them all.

To weld small holes closed with a wire-feed welder without filler plugs we used a copper backup paddle from Eastwood.

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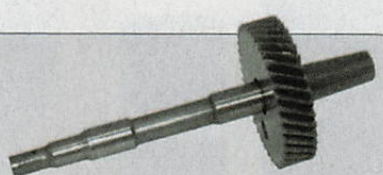

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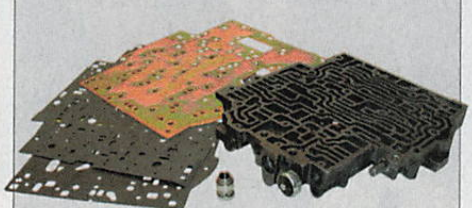

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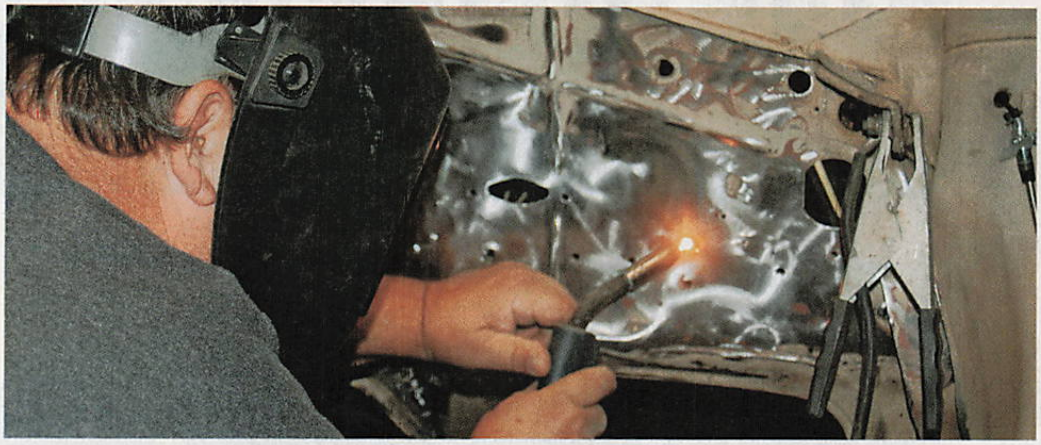

Where access is available the paddle is held against the backside of the panel—the welding wire won't stick to it and the hole can be welded solid.

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To prevent warpage the larger patches were secured with a series of tack welds until the panel was welded solid.

After the patches were welded in place a rigid grinding wheel was used to grind down the beads. A rigid disc will hit only the high spots of the weld, not the surrounding metal, which doesn't need to be removed.

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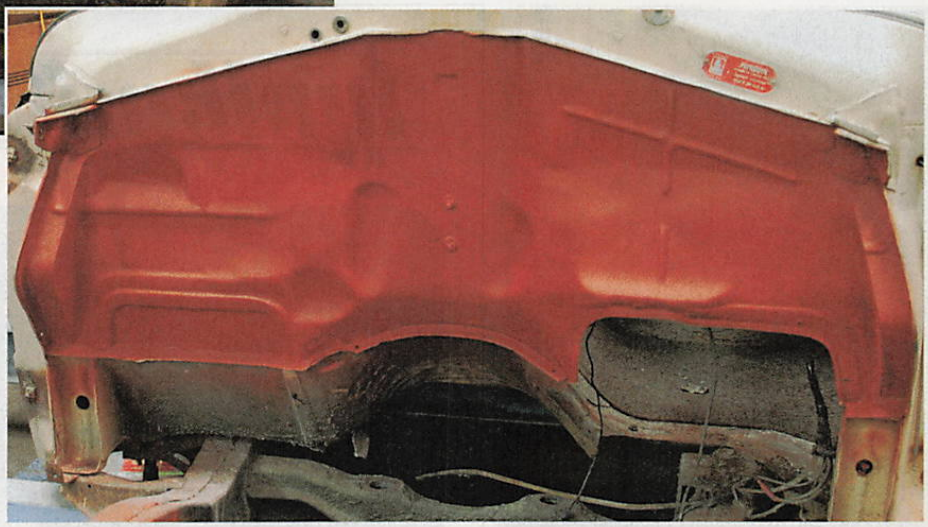
The end result of all the cutting, grinding, hammering and filling was an additional 2 ½ inches in the engine compartment where we needed it: behind those big Hemi heads.



Tex was right, by leaving all the factory indentations, ribs and other lumps and bumps and adding a coat of primer the firewall modifications are not readily apparent.

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- 3/8" screw in studs
- Heli-Coil™ inserts in rocker stud bosses
- +16 HP and +11 TQ more than overseas competitor casting

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E-Street cylinder heads #5089 for S/B Chevy

Small-Block Chevy
1986 & earlier with straight plugs
with 70cc combustion chambers (sold in pairs).....#5073
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Chrome 3000 CFM	$119
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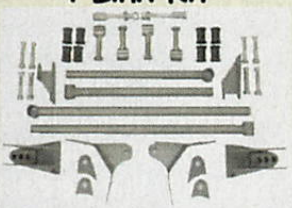
1932 Ford Triangulated 4 Link Kit



Plain	$269
Stainless	$349

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Vega Box Only..... $179

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Ford or Chevy Bolt Pattern

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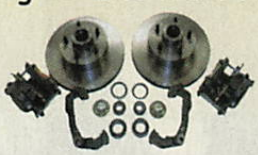
Polished Manual	$119
Chrome Manual	$139
Black Power Rack	$159
Bushings (add)	$20 pr.
Tie Rod Ends (add)	$30 pr.

Mustang II Big 11" Disc Brake Kit



Complete Big Brake Kit	$279
Kit w/Stock Spindles	$395
Kit w/Drop Spindles	$419

Slotted Rotor Upgrade add $40

Gearhead Deluxe 21 Circuit Wire Kit

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Complete w/GM Plugs, Relays, Flashers & Fuses

Small Block Chevy Hugger Headers

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1-5/8" Tubes

Polished Stainless	$199 set
Polished Coated	$179 set
Chromed	$95 set
Black	$85 set

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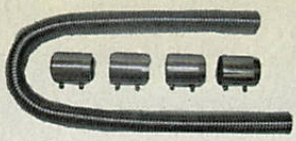


24"	$42
36"	$59
48"	$79

(48" kit includes 4 ends-enough for upper and lower hoses.)

44" Heater Hose Kit..... $59

7" Glass Tri-Bar Headlights

Standard ... $49pr
w/Signal ... $69pr

With Blue, Red, Black or Clear Center Dot

Just Another Deuce Coupe

Mike Thompson's 1932 Ford five-window

BY DALE M. MOREAU

For 75-plus years, the '32 Ford has served as a hot rodder's palette—a mobile canvas allowing rodders to create their own drivable work of art. Build styles include stock, traditional, and contemporary as well as a blend that, when finished, the car's lines that were once readily visible are at times cleverly disguised (and sometimes not so cleverly!).

Many variations designed and built over the years have stood out and withstood the test of time. Each of us can name our favorites and for all of the "right" reasons. The guys on the East Coast have their favorites, often competing with the Left Coast as to who has the most bitchin' ride.

Many of the ideas of young enthusiasts from the past have been immortalized and kept alive by building what we now call "tribute cars." These use the styling cues and ideas of the past to bring back the feeling of an era gone by. Many add modern components that enhance safety and ride quality that were not available when the cars were originally welded together. Current trends run from crudely-built incarnations that are wildly chopped, channeled, and barely drivable, to cars that, to the entire world, look like they just came back from the dry lakes but they have all the comforts of a modern car. Some of the original cars are being uncovered from under piles of boxes and old blankets, and pulled from dusty corners of old garages and shops, having not seen daylight for many a moon.

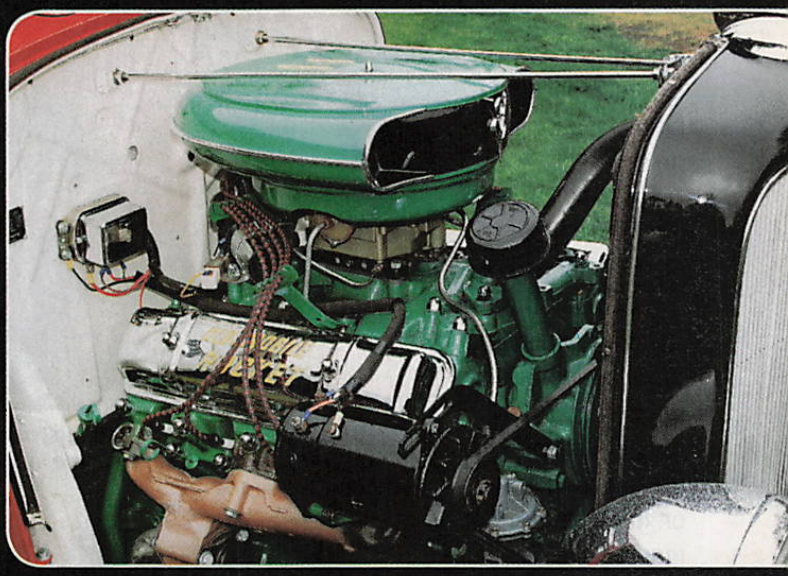
These trends are driven by many different reasons. Some come from the youth who like what they see in the old magazines. Some remember growing up with a dad who was there in the day. Others are still carrying the banner of the good times they had as a teenager.

Mike Thompson falls somewhere in the middle as he had the good fortune to have a dad who is a hot rodder. Mike caught the bug at a young age and still works on hot rods with his dad. Thanks to George Lucas and the Milner coupe, Mike had become addicted to this unique hobby. One day he was driving along on the information highway when he spotted a car for sale. As is often the case, Mike and the car of his dreams were geographically undesirable to one another; the car was eastern Canada and Mike was 3,000 miles to the West in Washington. He had told himself to never buy sight unseen, but the seller was very forthcoming with all the necessary info and a ton of photos.

He was drawn to the car not only because of the 2-inch chop and Olds running gear, but also for the time period it represented. Mike developed a passion for traditional hot rods, and he felt this one told a story that denotes a period of time when a hot rod was the thing to have.

To fund his Deuce coupe Mike parted with two Model A Fords. The car arrived after its coast-to-coast ride and, as expected, a bit rough and mocked together to sell. The 324-inch '56 Oldsmobile Rocket engine and Jetaway Hydra-Matic transmission had seen better days. But it was Ford steel and just what he wanted to make his own, and he wanted to bring the car back to its former luster.

The 1950s East Coast look was very appealing to Mike, and the plan was to reflect this in the final build. He used a stock '32 Ford front axle with an original buggy-type spring then removed two leaves and reversed the eyes to get the nose down. A set of '36 Ford wishbones were turned upside down, split, heated, and bent to clear the Olds powerplant and hold the spring in place. The shocks are early friction-type that Mike had chrome plated. Forward braking is a

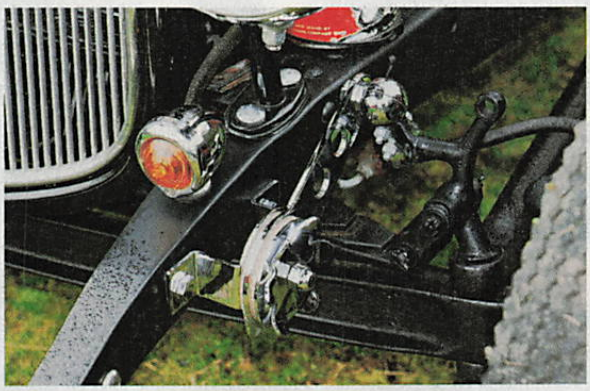


A '56 Oldsmobile V-8 was slid behind that Gennie Deuce grille, looking as though it was meant to be. The original air cleaner was customized.

compilation of '48 Ford brakes with chromed backing plates and Buick drums.

The engine and transmission were both gone through and the chassis cleaned up to accept all the good stuff. After the engine and trans were planted on homebuilt motor mounts and X-member, the Olds driveshaft was shortened and connected to an early Ford 9-inch rear fitted with stock brakes. The rearend is held in place with split, heated, and bent-to-fit '36 Ford wishbones. The transverse rear spring is from a '46 Ford, with two leaves removed and the eyes reversed. The rear shocks mirror the front being chromed friction-type units.

The '56 Olds also supplied the steering wheel, column, and the gauge set. They seem to be as at home in the coupe cockpit as the motor does 'tween the rails.



The coupe sports chrome-plated early shocks. Another nice detail is the Harley Davidson motorcycle running lights, used as turn signals.

The body and paint were next, handled right there in the Thompson speed shop barn, surrounded by a lifetime collection of vintage parts. Mike squirted the red oxide over the smoothed and straightened body, and painted the top insert white.

The real challenge rested in the fenders. Highboys typically don't run fenders, but there are places where fender laws are strictly enforced. On Mike's ride the fronts were cut out of a '36 Ford spare tire cover, and improved with owner-made stainless steel accents. The rears were a different story. Simply put, they had to be handmade for the correct curve of the larger 7.50-16 bias-ply rear tire. So Mike bought an English wheel plus a shrinker and stretcher. With help from his wife, Elizabeth, and many hours of toil and sweat, the rears were finally finished.

Resting within the coupe is a '56 Olds steering wheel and gauge panel, which looks right at home in the smoothed '32 dash (Mike rewired the car to mimic a stock Oldsmobile harness). All that was left was the interior and Mike dropped off the original seat at Rodgers Upholstery, in Vancouver, Washington, for a traditional tuck 'n' roll done in white vinyl.

Mike isn't old enough to have been around when hot rodding was born but, with the love of these historic cars passed on to him by his dad, he is keeping the flame and passion from another generation alive. SR

FACTS & FIGURES

Mike Thompson
Ridgefield, Washington
1932 Ford highboy five-window

CHASSIS

Frame / Manufacturer	'32 Ford FoMoCo
Wheelbase	106"
Modifications	Model A front crossmember
Chassis plumbing	steel
Rearend / Ratio	Ford 9" 3.50:1
Rear suspension	'36 Ford split wishbones
Rear brakes	Ford drum
Front suspension	'32 Ford / '36 Ford split wishbones
Front brakes	'48 Ford / Buick drums
Master cylinder	'39-48 Ford
Steering box	'32 Ford
Wheel covers	16" salad bowl
Front wheel make, size	Ford, 16x4
Rear wheel make, size	Ford, 16x4.5
Front tire make, size	Firestone, 6.00x16
Rear tire make, size	Firestone, 7.50x16
Gas tank	'32 Ford

ENGINE

Make	'56 Oldsmobile
Displacement	324ci
Machining / Assembly	Drivetrain Specialties (Newberg, OR)
Radiator	'32 Ford
Alternator	GM generator
Valve covers	stock chromed
Exhaust / Mufflers	stock / Smithy's

TRANSMISSION

Make	'56 Oldsmobile Jetaway
Shifter	'56 Oldsmobile
Driveshaft	'56 Oldsmobile cut down

BODY

Body style / Material	5w / steel
Body manufacturer	FoMoCo
Body mods	top chopped 2"
Grille	'32 Ford
Bodywork	Mike Thompson (Ridgefield, WA)
Paint type / Color	PPG / red oxide
Painter	Mike Thompson
Headlights / Taillights	Guide / '50 Buick
Outside mirror	old clamp on

INTERIOR

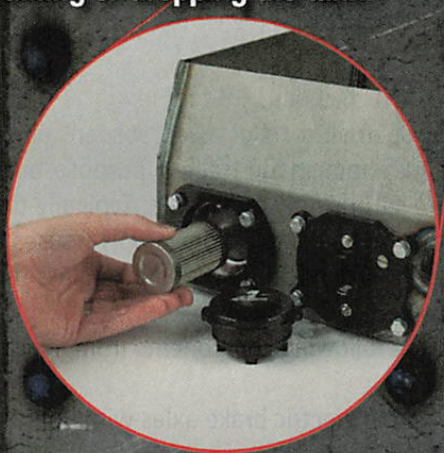
Dashboard	'32 Ford
Insert / Gauges	'56 Oldsmobile
Stereo / Speakers	twice pipes
Wiring	Oldsmobile / Mike Thompson
Steering wheel	'56 Olds
Steering column	'56 Olds
Interior mirror	'32 Ford
Seats	'32 Ford coupe
Upholsterer	Rodger's Upholstery (Vancouver, WA) & Mike Thompson
Material / Color	vinyl / white
Carpet	black mat
Seatbelts	white

GO IN TANK

* Does not include tank. GM X-body tank shown.

Patent Pending

Features a cam lock fuel filter cover * allowing components to be serviced without draining or dropping the tank.



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BY RON CERIDONO | ron.ceridono@sorc.com | PHOTOS BY AUTHOR AND BRIAN BRENNAN

Our homebuilt trailer has a 16-foot bed that's 82 inches wide. Paint is black Rust-Oleum hammered finish, and we added Moon discs 'cause even trailers should look cool.

A Pair of Street Rod Totin' TRAILERS

One you can build—the other you can fold

If you're a street rodder you've probably needed a car trailer at one time or another. They're undeniably handy and may see regular use hauling your ride to runs, or occasionally carting parts and pieces to a swap meet. You might need one to move a project from place to place, or haul home that latest acquisition. In any case, if you need a trailer frequently or just once in a while, there are few substitutes.

When it comes to selecting a car trailer there are literally hundreds of styles to select from. We're going to show two that are vastly different; one you can build yourself, another from Kendon Industries that folds up for easy storage.

BUILD IT YOURSELF

There are a number of advantages to building a trailer; the most obvious is that it can be tailored to your specific needs. In this particular case the goal was a relatively light-duty trailer to haul an under 3,000-pound street rod/bracket racer (although it could easily be strengthened to carry more).

For ease of construction we chose angle iron for the trailer's frame and crossmembers, the tongue was made from channel and for decking, wood planks were employed.

To build the basic frame we used:

- Side 'rails, 2, 5x3x5/16-inch angle iron, 16-feet long
- Front and rear crossmembers, 2, 5x3x5/16-inch angle, 82 inches long
- Crossmembers, 10, 2x3x3/16-inch angle iron (8, 82-inches long, 2, 98 inches long)
- Ramp rack/fender brackets/rock guard/tool box brackets, etc. 40-foot, 2x2x1/8-inch angle
- Tongue, 2, 4-inch channel, 8-foot long

While we've seen all sorts of axles, suspensions and wheels used under homemade trailers, purpose-built components are surprisingly affordable. Typically trailer suspension "kits" are available from supply houses or on the Internet for around $1,000 (and often less if no shipping is involved).

We bought the following components from a local dealer for under $900:

- 2, 3,500-pound electric brake axles with hubs, bearings and lug nuts
- 1, four-spring hanger kit (brackets, rockers, shackles and hardware)
- 4, springs, double eye, 1-3/4 inches wide, 25 1/4 inches long, 3-inch arch.
- 2, fenders, 16-gauge steel, 9 inches wide, 72 inches long
- 2, pre-cut inner fender panels
- 1, 2-inch bulldog A-frame coupler
- 1, safety chain kit with hooks
- 1, lighting kit (stop/tail/turn lights, marker lights and brackets, 3-lamp bar)
- 1, trailer wire connector (7-pin)
- 1, wiring kit (26-foot/14-gauge wire)
- 4, Mounted wheels and tires (white spoke wheels, ST205/75D15 C trailer service tires)

Decking:

A combination of planks were used to deck our trailer:

- 4, 2x12-inch x 16-feet
- 2, 2x8-inch x 16-feet (ripped to fit)
- 2, 2x10 x 10-feet (ripped to fit)

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For convenience we added backup lights below the taillights, and a set of heavy-duty casters keep the rear of the trailer from dragging when negotiating steep driveways.

With the trailer tilted the ramps are flat, which eliminates any hang-ups when loading the lowest of cars.

This is the secret to our tilt trailer. The Tilt-A-Hitch was granted a patent in '07 and won a SEMA New Product award. It's powder coated, has an 8,000-pound rating and can be used as a load leveling or lowering hitch with a total of 12 different towing heights. They're available from Lane Smith and Buyer Products.

Here is the Tilt-A-Hitch in towing position; note the two pins and that the ball mount can be raised in the hitch.

With the locking pin removed tilting the trailer is simply a matter of installing the "foot" and flipping the switch on the electric tongue jack. For nighttime operation the jack features a pair of small utility lights.

Our trailer's 'rails and front and rear crossmembers were clamped to jackstands then leveled, squared and tack welded. The rear crossmember was "flipped" in relationship to the rails to allow the loading rams to align with the deck.

The tongue was constructed of 4-inch channel. We used a Bulldog coupler as it provided more travel for the Tilt-A-Hitch than a standard hitch and because it's not possible for the locking collar of the coupler to be accidentally released while towing the trailer.

CONSTRUCTION

As can be seen in the accompanying photos, building this trailer isn't complicated; it's basically an angle iron tray with a tongue and suspension attached. But like any frame, automotive or otherwise, the critical issues are keeping it square and ensuring the welds are properly executed. Given the thickness of the framerails in our example, a high-capacity machine was required (we used a HTP 200 amp wire feed) and at critical points multiple weld passes were necessary.

Another important consideration when building a trailer is axle placement. Generally 60 percent of the trailer's bed should be ahead of the center of gravity (COG), 40 percent behind. For a tandem axle trailer, the COG is at the rocker pivots between the front and rear springs. On our trailer, that dictated the centerline of the rocker brackets would be 115 inches from the front of the bed.

MAKING IT TILT

Most simple car trailers use ramps for loading, and while that is an effective method, with low vehicles there can be problem with high centering if the angle between the ramps and the trailer is too severe. A popular option to address that issue is a tilting bed, however, that increases cost and complicates construction dramatically. But thanks to a guy by the name of Lane Smith there's a simple, affordable cure. A hot rodder, entrepreneur and problem-solver by nature, Lane invented the Tilt-A-hitch that turns virtually any trailer into a tilt bed and eliminates problems loading low cars.

EXTRAS

Along with the Tilt-A-Hitch we opted for a few more accessories from a company that specializes in trailer components, Buyers Products. To make life really easy we turned to them for an electric tongue jack, tie down loops, and hitch lock. To aid in

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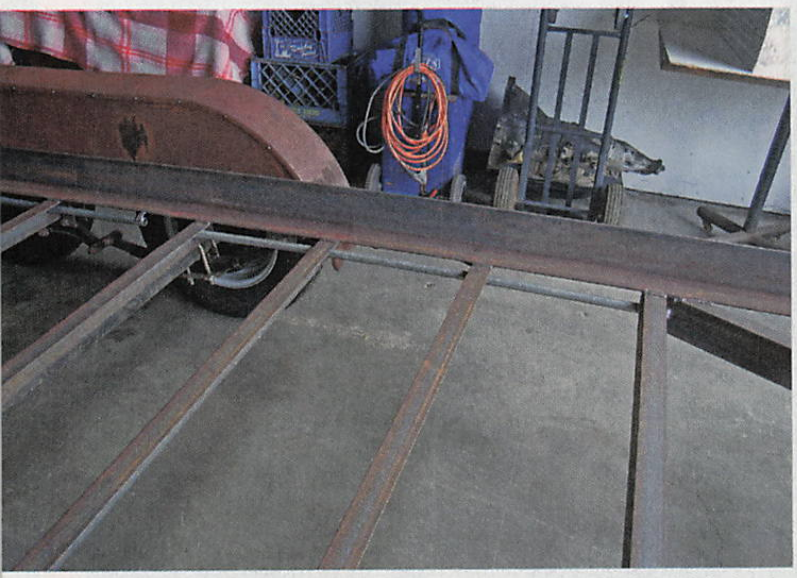
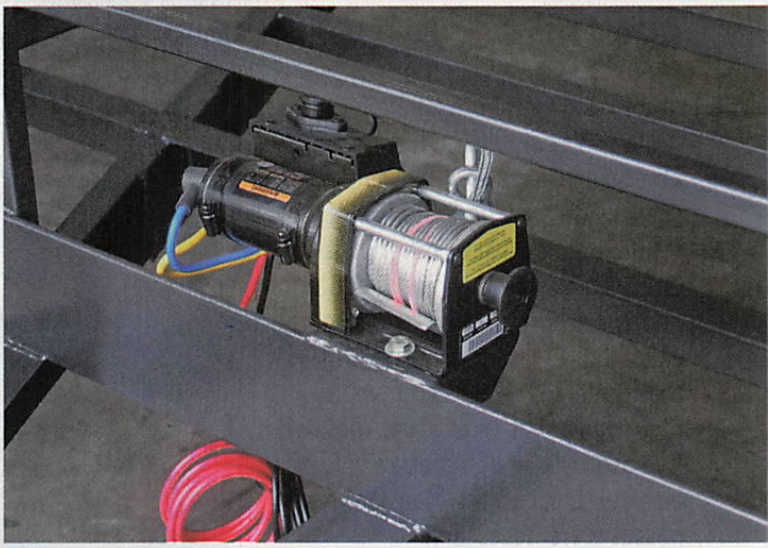
Once the brackets for the rockers were positioned to provide the 40/60 balance we were after, the brackets for the spring eyes were welded in place. Measuring to the centers of the bolt holes, they're 29-3/4 inches from the rocker brackets. Note the crossmembers are welded to the bottom of the side rails.

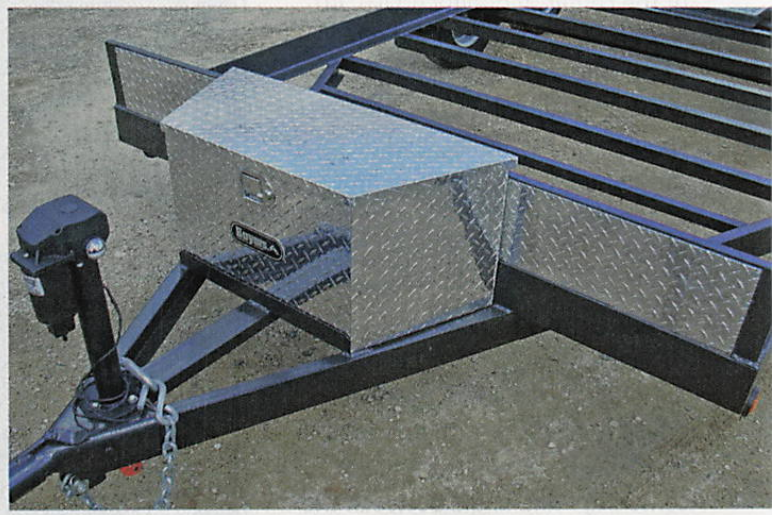
Two long crossmembers also serve as fender mounts. Diagonal braces were added for strength and to help deflect any damaging collisions from the fenders.



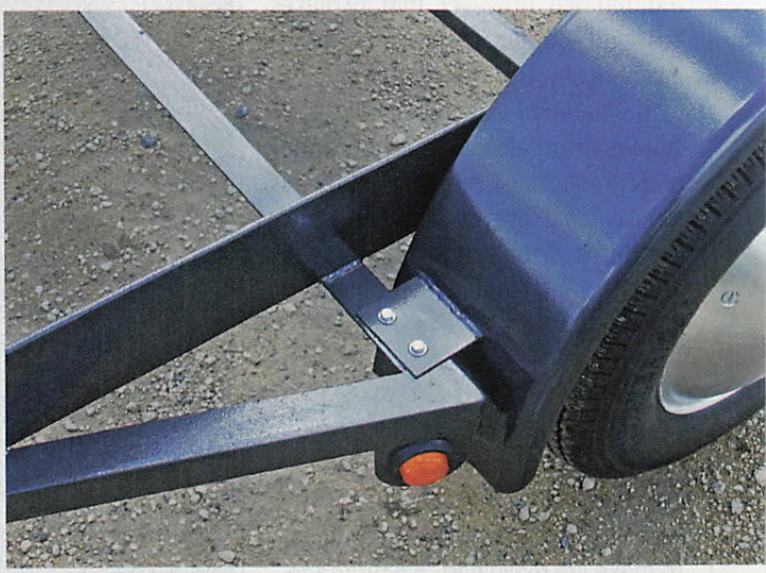
To protect the wiring lengths of conduit were put through holes in the crossmembers and tack welded in place.



For those times when a non-runner has to be loaded, a winch from Summit Racing was attached to a bracket on the front crossmember. For heavy loads the winch has a long enough cable it can be double lined to increase power (the cable is run through the included pulley and hook on the car and back to the winch mount).



A locking toolbox provides secure storage for tie downs and other items. We made a gravel shield out of angle, square tubing and some scraps of aluminum diamond plate.



For easy removal the fenders bolt to the frame. The mounting tabs have small gussets underneath to reinforce the welds and to keep the fenders from tearing.

loading our non-running projects we installed a winch from Summit Racing and a pair of loading lights. Juice for both comes from an XS Power deep-cycle battery from Powermaster housed in an aluminum toolbox (also from Buyers Products). Finally, to make sure our cargo gets to its destination; we picked up new tie-downs from MAC's Custom Tie-Downs.

THE KENDON FOLDING TRAILER

One of the most unique car trailers on the market solves the most common problem with owning one; what do you do with it when it's not in use?

The Kendon FCT3000 is a single-axle car trailer with a capacity of 3,000-pounds, yet thanks to its round tubing construction it tips the scales at a mere 760 pounds empty.

Like the motorcycle, ATV and utility trailers Kendon produces, their car trailers incorporate first-class components such as torsion axles with electric brakes, 14-inch chrome wheels and LED lighting, and options include a spare tire and a tie-down kit.

As expected, the Kendon is user friendly. The loading ramps are conveniently stored under the rear of the trailer and it tows great when empty or loaded. But, while this trailer does everything you would expect it to do, its best feature is what it does when you don't need it. By removing a few locking pins, it folds up into a small package that can be stashed in a corner of your garage.

Kendon FCT3000 specifications:

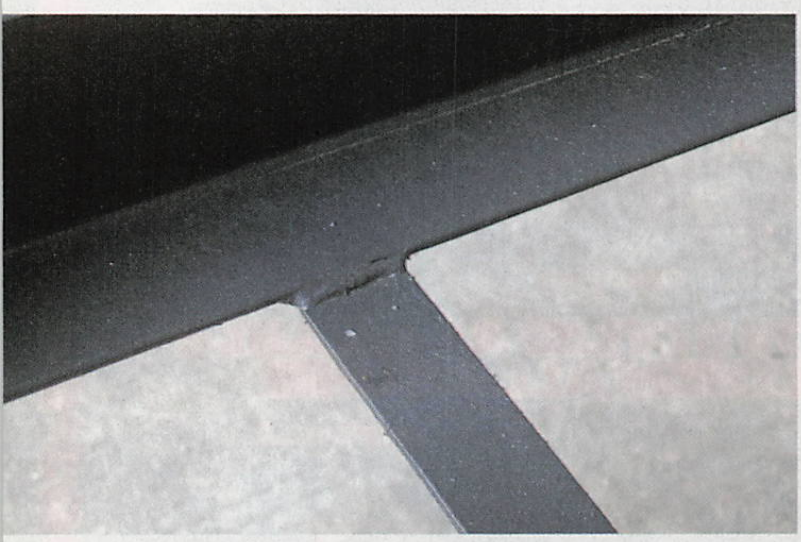
Deck Area: 78x144 inches
Max Length: 202 inches
Width: 101 inches
Width between fenders: 82 inches

WHAT'S BEST FOR YOU?

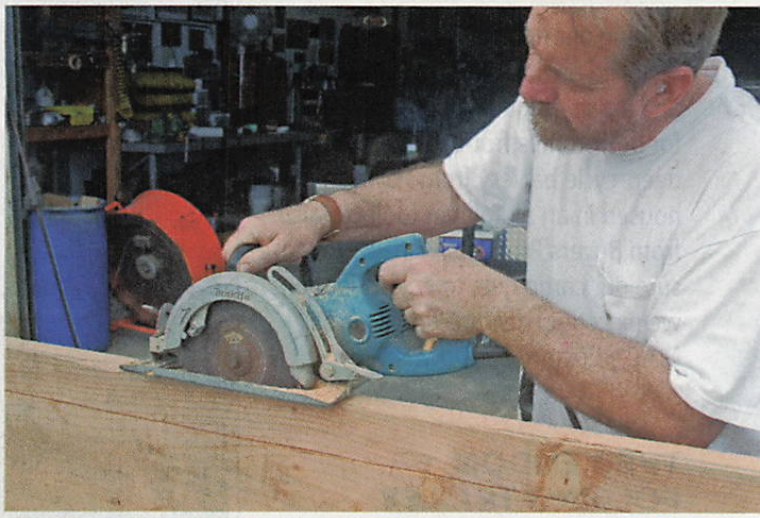
What we've shown here are two distinctly different interpretations of

The loading ramps were made from surplus catwalk material we picked up at a scrap yard. They are 9 inches wide, 6-feet long and have been reinforced underneath with square tubing. The ramps are flush with the deck when stored in racks made from 2x2x1/8-inch angle iron.

If additional strength was deemed necessary, tubing or angle could be added parallel to the frame rails from the gravel shield to the rear of the trailer. Security is provided by Jack, the wonder dog.

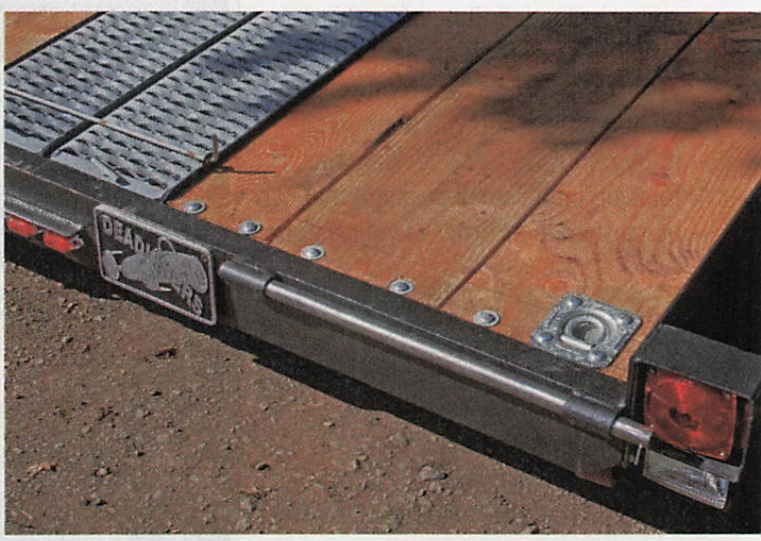


This is why we used angle iron: installing the crossmembers was simply a matter of welding them to the bottoms of the rails. However, this does create one problem. Because of the thickness of the material, the planks on the outer edges would not fit flat on the crossmembers.



We could have just bolted the planks in place and let them warp, but we elected to notch them so they'd fit flat. Here Paul Willis deftly takes a 5/16x3-inch slice from one plank.

Up front a pair of utility lights were added for nighttime loading. For strength two bolts of each tie down ring go through the wood and the crossmember below, the other bolts have steel backup plates to sandwich the planks.



As the rear crossmember was flipped, a length of angle was welded to it as protection for the ends of the planks (they slide underneath it). The ramps attach to the trailer with removable pins that are long enough for the ramps to be adjusted for various tread widths.

a car trailer; the opposite ends of the spectrum so to speak. Our homemade trailer is simple and not hard to build and depending on the materials used and the accessories selected you'll probably shell out $2,000 to $2,500 by the time you add up incidentals (maybe more, maybe less depending how good a scrounger you are or how elaborate the trailer becomes). Ours tows very well and the big flat deck makes it utilitarian, the biggest challenge has turned out to be where to park it. On the other hand, the Kendon is a little more money at around $3,700, but there's no labor involved and the storage hassle is virtually eliminated.

So which one is best? That depends on your needs, but we can tell you there will be the same problem with both trailers—dealing with all your friends who want to borrow it. SR

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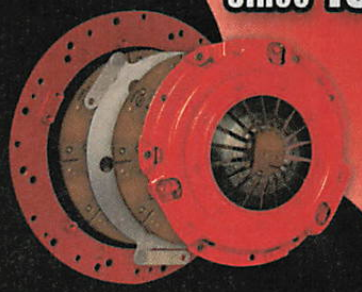

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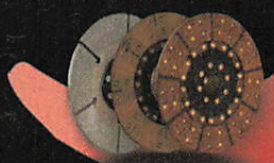

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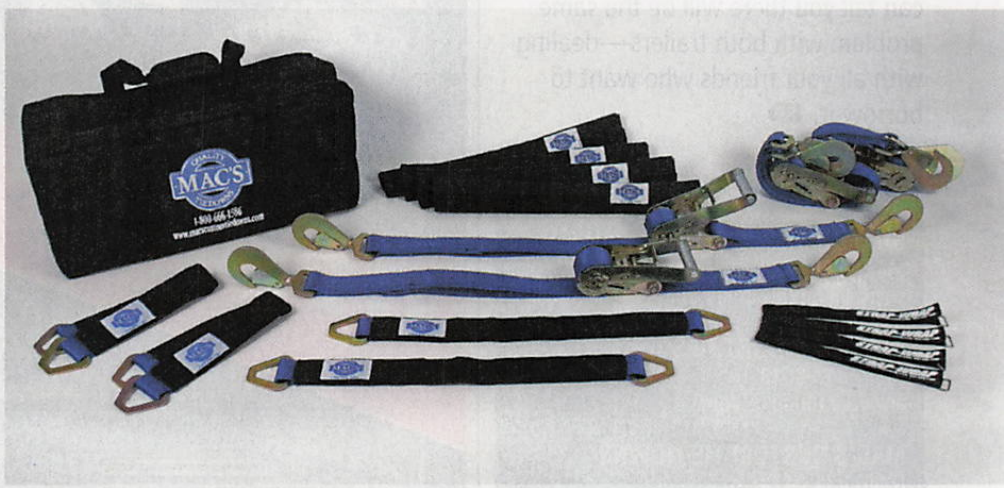
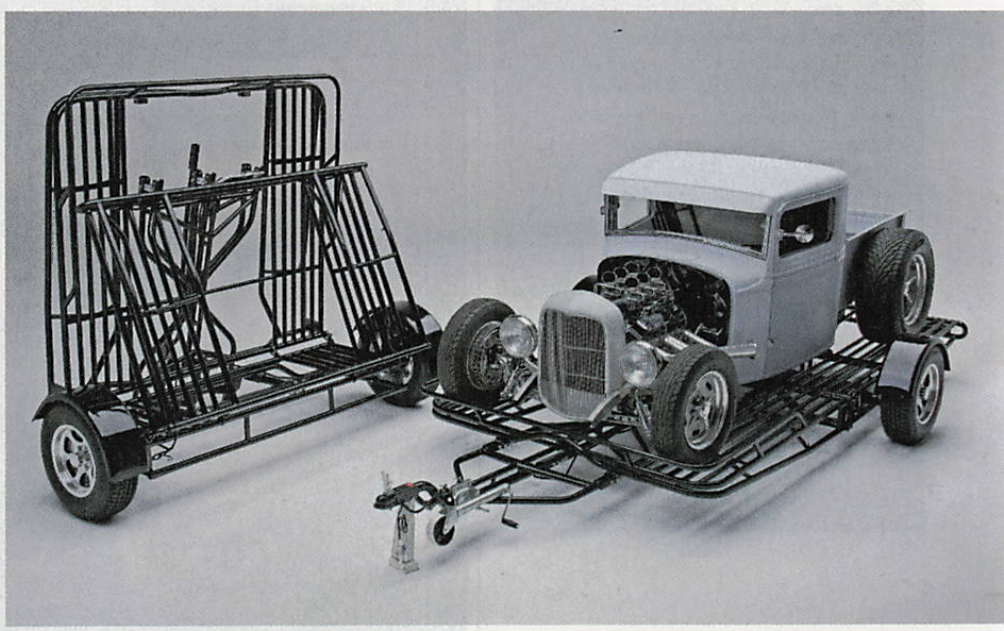
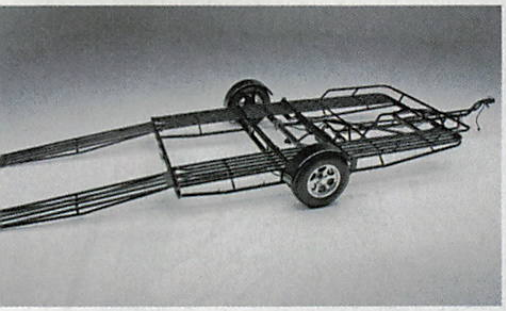
Inside the toolbox is a XS Power deep-cycle battery, it powers the winch and the loading lights. A lead from the tow vehicle keeps it charged. The switch for the lights is in the lid of the plastic battery box.



To secure whatever's being hauled we opted for a Pro Pack from MAC's. It includes four ratchet straps four axle and padded fleece sleeve protectors.

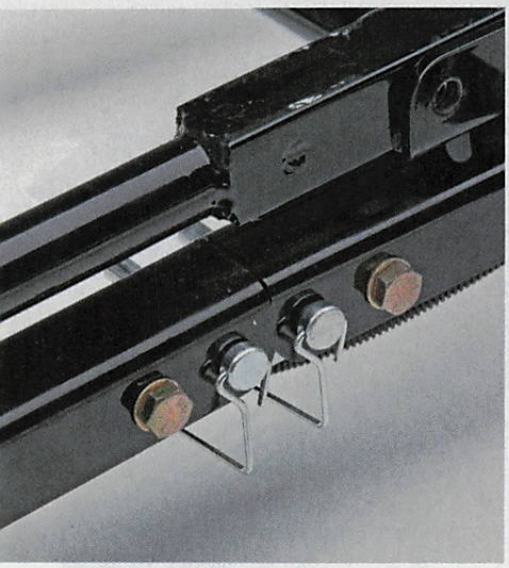


If you need a trailer but have no place to store it, a Kendon folding trailer could be for you.



Made entirely from tubing, the two-axle Kendon is lightweight but strong; and it's pretty cool looking too.

The Kendon has lots of first-class features such as LED lighting, chrome wheels and a powdercoated finish.



Folding the trailer for storage is a matter of removing a few pins from the frame and the tongue.

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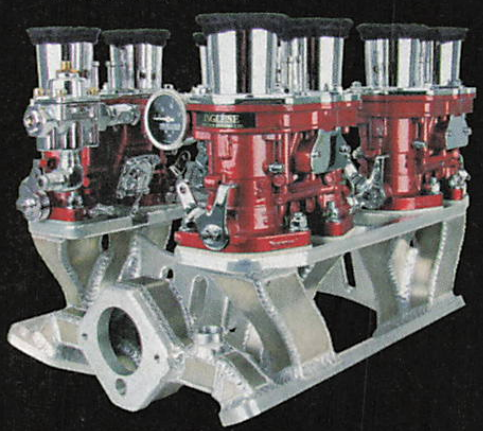

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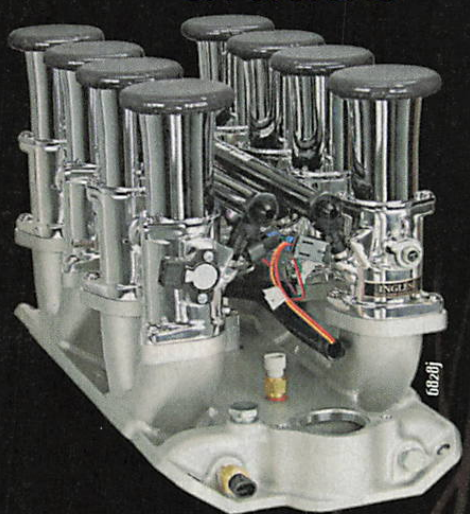

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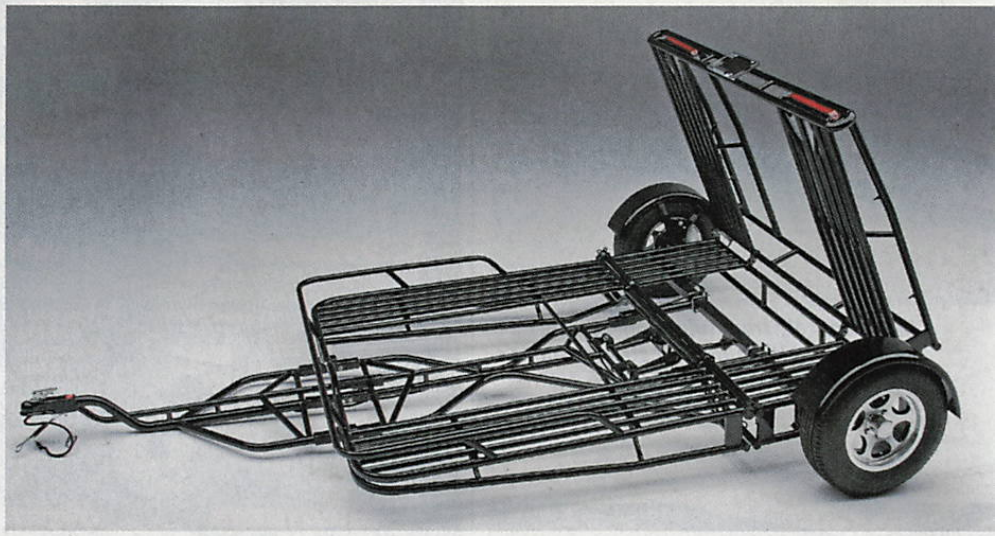
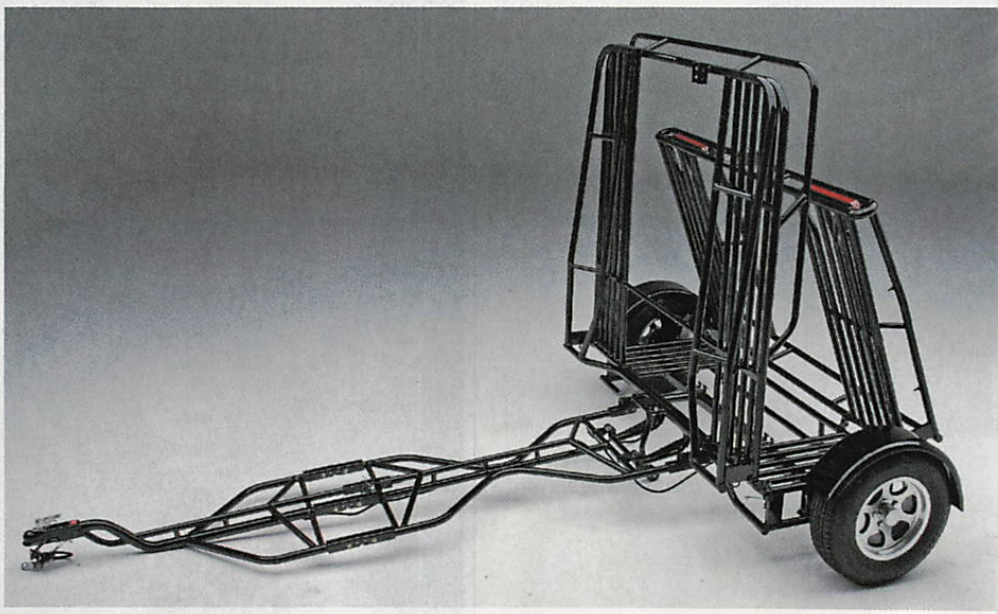
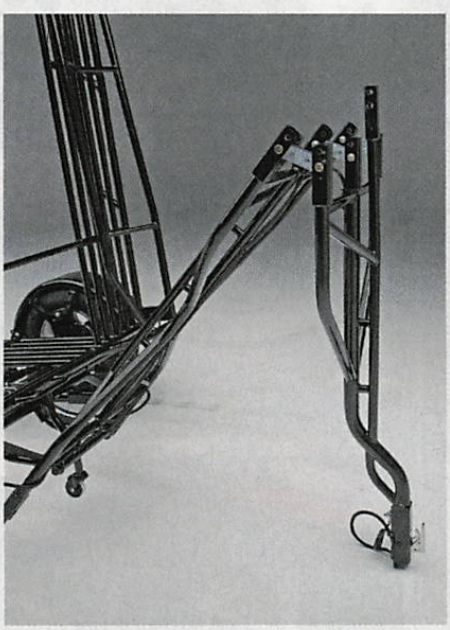


With the pins removed the rear folds up...



...then the front...



and finally the tongue.

When not in use the Kendon trailer can be stored out of the way in a relatively small space.

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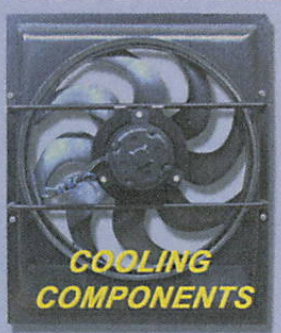

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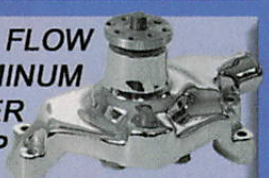

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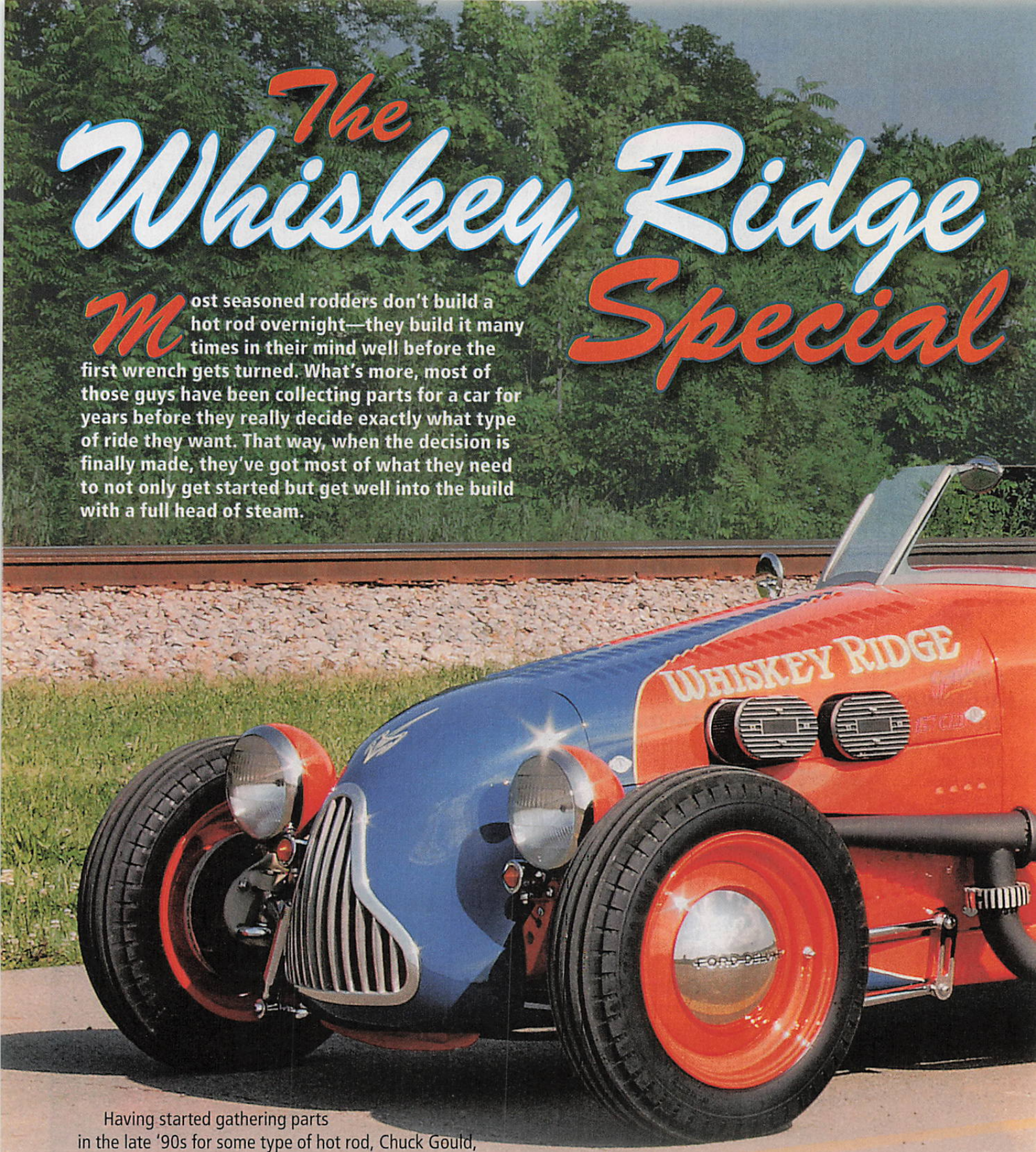
Most seasoned rodders don't build a hot rod overnight—they build it many times in their mind well before the first wrench gets turned. What's more, most of those guys have been collecting parts for a car for years before they really decide exactly what type of ride they want. That way, when the decision is finally made, they've got most of what they need to not only get started but get well into the build with a full head of steam.



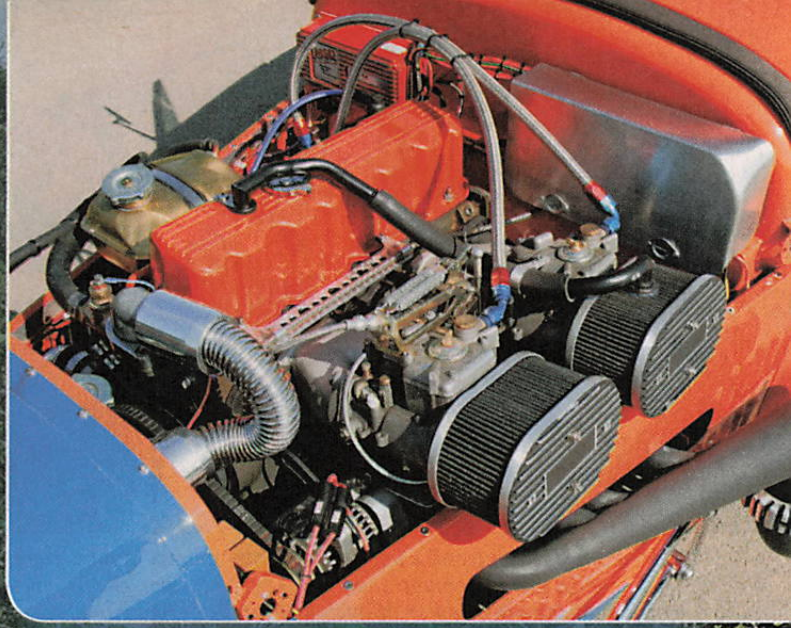
Having started gathering parts in the late '90s for some type of hot rod, Chuck Gould, from Muskegon, Michigan, hadn't actually settled on what kind of hot rod he wanted to build until he came across a steel '26 roadster pickup in June 1999. Some of the parts he'd been collecting came to him in a rather unique way: he received a driveshaft from Inland Empire Driveline that was a door prize he'd won at the NSRA Nationals! He had also found an engine, transmission, and a front end for a project but it wasn't until he'd run across some photos of a track-styled roadster pickup in an old magazine that he thought that might be the type of ride he'd like to build.

With that mindset, Chuck went through his stack of old hot rod magazines from his 50-year collection, eyeballing wheelbases and different suspensions. He thought a 109-inch wheelbase might be right for his pickup (he ended up with one dialed in a 109.5 inches), and soon started on a frame using 10-gauge C-channel bent to his specs at Midway Sheet Metal—a local metal shop. What they did for Chuck was roll a generous radius in the 'rail edges so it would look like the car has a rolled bellypan.

The drivetrain centers on a '69 Chevy II 153-inch

Chuck Gould's '26 track roadster pickup

BY ERIC GEISERT



A Chevy II 153 motor with a pair of 45 DCOE sidedrafts? Why not? Chuck Gould had his four-banger bored 0.060 over before fitting it with Arias 10:1 forged aluminum pistons and a Sig Erson cam. A reworked head and a twin Weber setup from Clifford Research stirs the mix and a homemade header system and swap meet side pipes help draw the exhaust out.

four-banger that was bored 0.060 over by Varney Automotive and assembled by the owner with Arias 10:1 forged aluminum pistons and a Sig Erson cam. The head was first refitted with larger valves and the intake manifold was then match-ported. Clifford Research created the twin 45 DCOE sidedraft Weber intake for the 153 engine, but Gould modified it to clear the hood support while also adding a balance tube. An MSD 6A box and coil supply the spark for the banger, and exhaust exits a set of headers made by the owner and swap meet side pipe mufflers.

The transmission is a Borg Warner T-50 (found in the Monza and Vega) while the rear (3.73:1) is out of an S-10. Chuck was able to find enough parts at swap meets to convert it to a bolt-on disc brake setup. Out back Chuck had a local shop build a set of 36-inch leaf springs with '55 Chevy eyes to help smooth out the bumps; a Magnum tube axle, spring, and Panhard bar were used up front.

An interesting mix of old and new ideas, the car sports a sideways-hanging clutch and brake pedal assembly from Kugel Komponents and the clutch fork was moved to the passenger side to free up a little more space for the driver's feet. A narrowed '32 Ford roadster-type dash was installed, to which a group of six Classic Instrument gauges were fit. Steering is handled by a Vega-type steering box from Flaming River and the four-spoke steering wheel (an 18-inch Bell type cut to 12.5 inches) is thickly wrapped with friction tape. The bucket seats—Camaro bases with stripped down aluminum back pieces made by Chuck—hold the passengers in place along with a pair of RJS five-point safety harnesses.

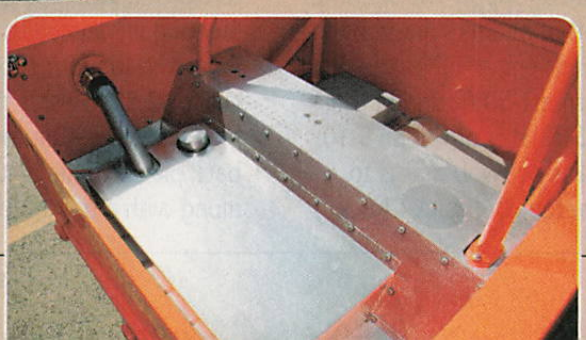
A little bit of vintage and a little bit of contemporary styling are mixed with the cockpit of Gould's roadster. Camaro seat bases work in tandem with the homemade aluminum seat backs and the RJS five-point safety harnesses. The '32 Ford roadster dash houses the Classic Instruments gauges, and an 18-inch Bell-type steering wheel was cut down to 12.5 inches before it was wrapped with friction tape for that dirt track appearance.

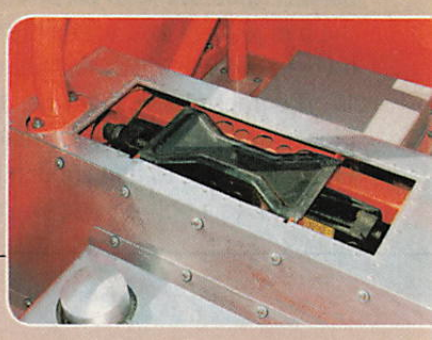
The front half of the car features owner-built aluminum hood sides, bellypans, and flooring, plus a track nose (which was narrowed about 2 inches) and insert from Superior Glass Works. Out back Chuck made a stock-appearing truck bed (with stake bed pockets too), though it is 2 inches taller than an original box and quite a bit shorter. Wondering if the purchase of a louver machine would ever pay for itself, Gould also added 485 louvers to his roadster, which should quiet any misgivings about buying the press.

The rod rolls on solid 15-inch steelies (5s and 7s) from Wheel Vintiques wrapped in Coker 5.00 ribbed and 8.20 dirt-tread rubber and finished off with '40 Ford 'caps. And, after borrowing a tubing bender from a friend, Gould fabbed his own rollbar. Crotch high at the cowl and belly button high at the windshield, Chuck says the rollbar might be a moot point if the car were to meet a semitruck trailer, but having it there makes him feel better about driving the car.

With the addition of the windshield frame he got from Dick Williams at Poli-Form, the '35 commercial headlights, the '50s-era F-100 taillights, the Bob Drake swan neck mirror, and the owner-fabbed 14-gallon aluminum gas tank, the exterior was soon finished. After the owner applied the single-stage Nason 2K-brand Mustang Poppy Red paint, Mark Oesch followed up the paintjob with graphics added to the hood and doors.

Early testdrives were done in 2006, but an early cam bearing failure sidelined the car, as did a junk transmission (a problem that Chuck found in three spare transmissions too!). The fifth one turned out to be the right one and soon Gould was on the road in late 2007. More into building and driving them, Chuck did show his car at the Detroit Autorama in 2008, and he believes it was the first indoor show he'd done since 1976. For more photos and details about this car, visit www.streetrodderweb.com. SR





In the owner-built bed is a homemade aluminum fuel tank (welded by Rich Peterson) and next to it is a compartment where Chuck keeps his collapsible car jack.

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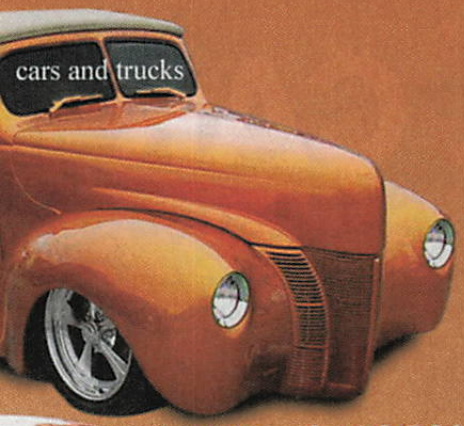

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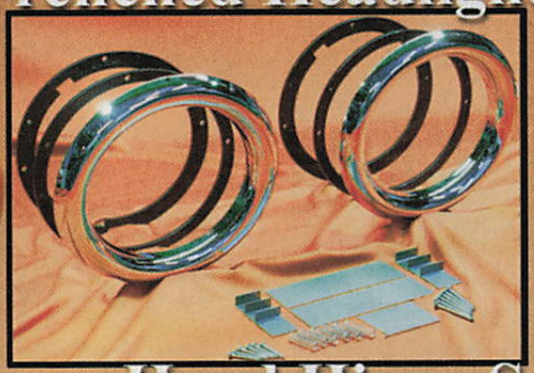

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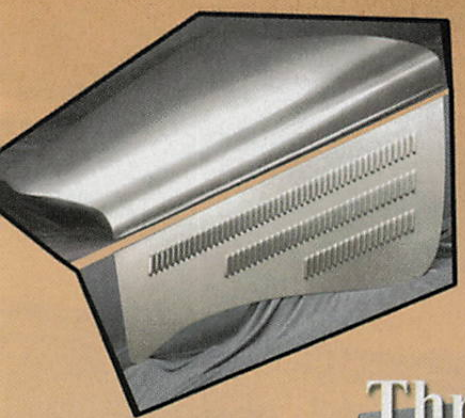

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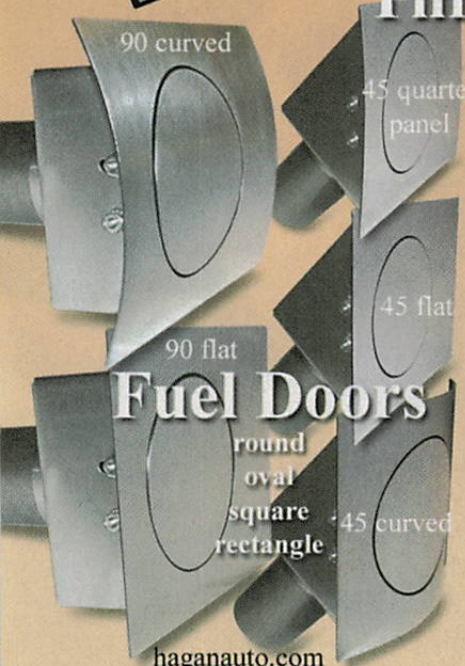

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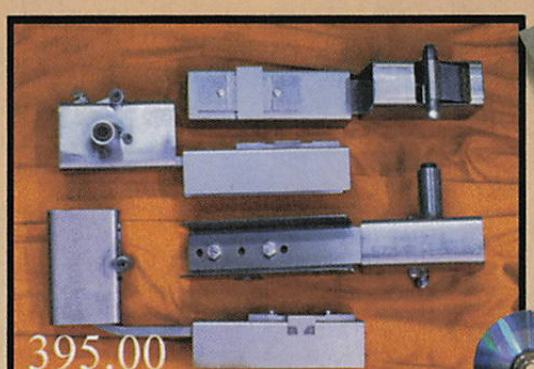

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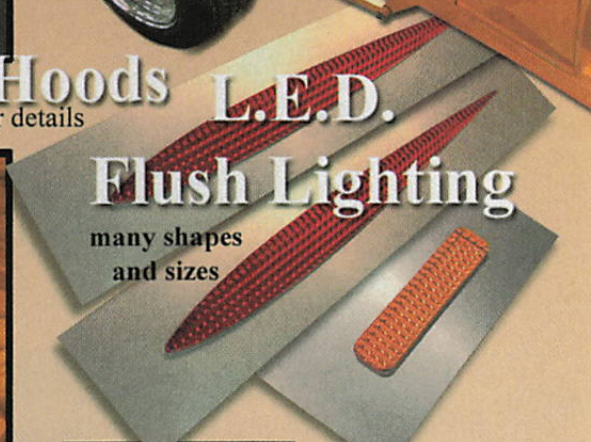

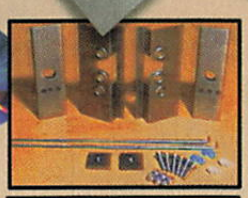

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PRETTY COOL CAR

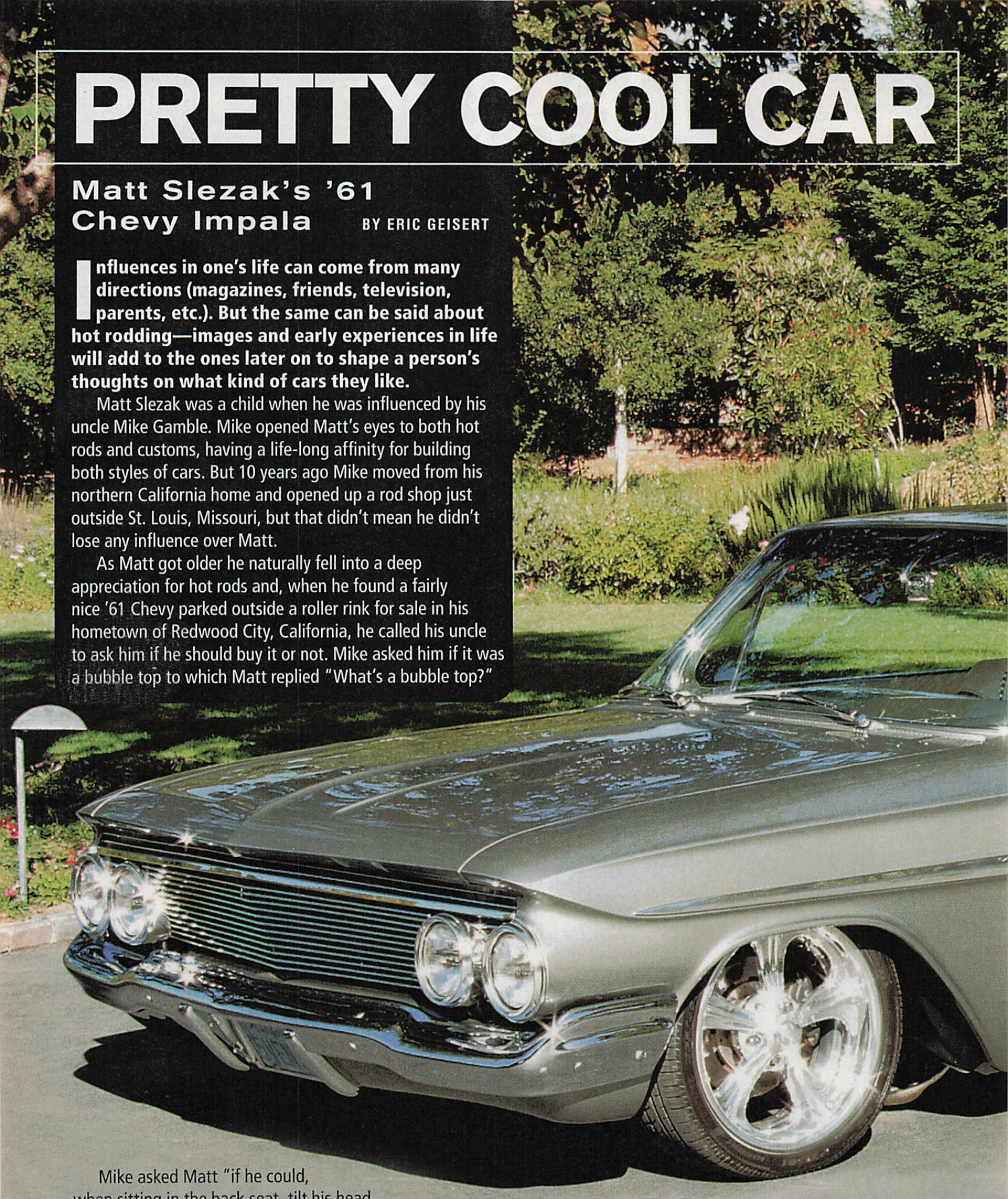
Matt Slezak's '61 Chevy Impala

BY ERIC GEISERT

Influences in one's life can come from many directions (magazines, friends, television, parents, etc.). But the same can be said about hot rodding—images and early experiences in life will add to the ones later on to shape a person's thoughts on what kind of cars they like.

Matt Slezak was a child when he was influenced by his uncle Mike Gamble. Mike opened Matt's eyes to both hot rods and customs, having a life-long affinity for building both styles of cars. But 10 years ago Mike moved from his northern California home and opened up a rod shop just outside St. Louis, Missouri, but that didn't mean he didn't lose any influence over Matt.

As Matt got older he naturally fell into a deep appreciation for hot rods and, when he found a fairly nice '61 Chevy parked outside a roller rink for sale in his hometown of Redwood City, California, he called his uncle to ask him if he should buy it or not. Mike asked him if it was a bubble top to which Matt replied "What's a bubble top?"



Mike asked Matt "if he could, when sitting in the back seat, tilt his head back and see straight up and out the window" and Matt said yes. "So that's a bubble top." Mike then explained it was a more expensive type of car than a standard '61—something Matt should be aware of when figuring out how to customize it. The interior to the car was pretty far gone and the seat springs were sticking out, which had become multi-colored because they'd been covered by Mexican blankets for many years.

Though he thought he might be able to handle the build himself, Matt wisely chose to drop the car off with his uncle, and he felt Mike would know what to do. As it turned out, Gamble did. Mike's shop, Gamble's Street

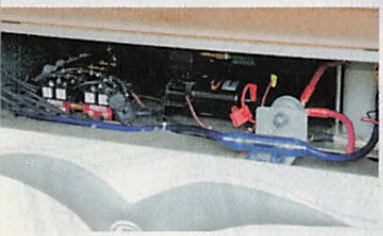
Mike Roth (Perryville, MO) is the go-to guy for all upholstery needs that come out of Gamble's Street Rods. The stock rear bench was covered in the same material as the 2001 Cavalier front buckets, and the two-tone design subtly ties the car's exterior colors in with the interior. A custom aluminum console was fab'd by Gamble's to house items such as the DVD monitor as well as hiding the duct work for the A/C (supplied by Classic Auto Air).

Rods, does everything from restoration to all-out wild rides, so a contemporary custom job on the Chevy wasn't going to be a problem.

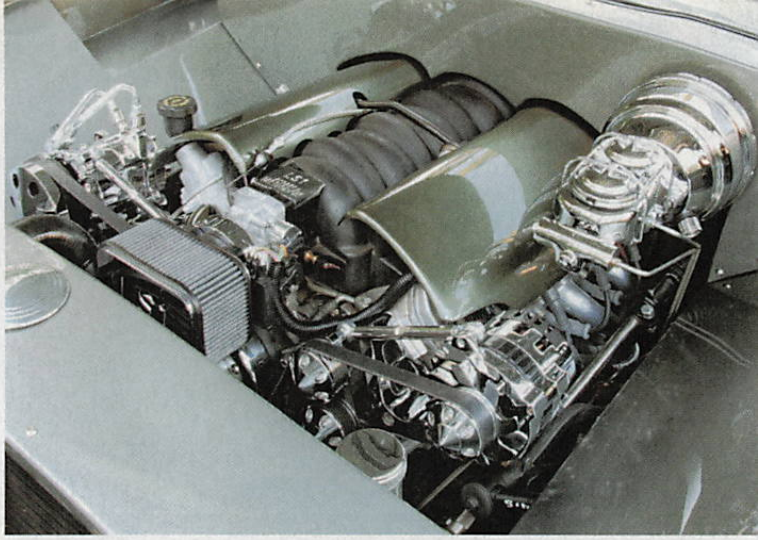
The chassis was reworked to accept a Ford 9-inch rear (4.11:1) outfitted with Moser axles and a Wilwood four-piston disc brake setup. Up front another Wilwood disc brake kit was used along with a set of lowered spindles and all four corners got Air Ride Technologies suspension pieces installed. For rollers, big 18- and 20-inch Billet Specialties wheels were wrapped with Pirelli 235/40ZR18 and 275/40ZR20 rubber.

During the 13-month build Matt and Mike talked a lot by phone (they were separated by more than 2,100 miles), bouncing ideas off each other and discussing every aspect of the build. Mike's expertise and Matt's desire to have a big stereo, big wheels, a low stance, and choice on the color all melded together to create a sharp-looking ride.

Mike was able to locate an LS1 engine at his shop, and it was detailed to match the exterior of the car. Certain performance goodies (an American Autowire wiring system, stainless Magna Flow mufflers, a Street & Performance air cleaner, etc.) upgraded some of the stock items on the engine before it was mated to a 4L65E trans that was gone through by Transmissions To Go in Imperial, Missouri.



Most trunk areas aren't well-detailed, but not in this case. Some of the stereo's amplifier components are mounted behind the driver's wheel well and the controls for the Air Ride Technologies suspension system are hidden behind a panel.



An LS-1 engine was installed and mated to a 4L65E trans. A Griffin radiator and fan keeps everything running cool, and stainless steel Magna Flow mufflers help the performance of the engine. Dress-up for the V-8 came from Street & Performance.

Just as comfortable doing custom bodywork on a car as doing a restoration, Mike jumped into doing a handful of custom body mods to make the '61 look even more slippery, which included shaving the handles, mirrors, and badges. Gamble's also hand-fabricated the grille for this project from stainless steel flat and bar stock, and it is so well made it could be taken out of this car and easily fit in to the stock grille opening of another bubble-top.

After the Sikkens custom-mixed paint went on, the car was rolled out of the shop where Mike and Matt studied what they had created in the sunlight for the first time. Mike made an off-hand joke about "it looks so good without the mirrors we should just leave them off." Matt agreed, and was soon at an electronics store to purchase a mini camera that would be mounted inside the front fender and aimed down the side of the car to act as a side-view mirror. The image gets transmitted to a 7-inch DVD monitor mounted at the front of a custom aluminum console Gamble's made up for the car. Of course wiring the camera into the stereo and DVD player was a chore, but it works just fine and keeps the exterior from having too many bumps.

The rest of the interior revolves around a stock dash design, but with a Dakota Digital gauge insert mounted where the stock gauges used to be. Matt got his big stereo system—half of which are the JL Audio amplifiers mounted in the trunk while the Alpine head unit also controls the Sirius satellite signal.

Classic Auto Air was tapped to supply the cool air, but Mike didn't want A/C vents in the dash so he routed them through the console (including the ones for the rear seating area). Upholstery is about the only thing Gamble's doesn't do in-house, and they left the stitching of the 2001 Cavalier front seats and stock rear bench to the guy they trust with all of their car projects: Mike Roth of Perryville, Missouri.

With the 13 months over and the car back in California, Mike does get to see it (and Matt) when he travels to NorCal to visit friends and family. His observation is "It's a pretty cool car" and is a comment no one could argue with. For some extra photos of Matt's cool Chevy check out the extended feature at www.streetrodderweb.com. SR

An adjustable air bag suspension system from Air Ride Technologies is set up on Matt's ride to give him both a smooth ride and the proper profile when stopped. The wheels are 18- and 20-inch Billet Specialties wheels wrapped in Pirelli rubber.

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BY CHRIS SHELTON | PHOTOGRAPHY BY FRANK WALLIC, HOT ROD WORKS, AND FAST LANE ROD SHOP

Quick-Change Artist

Building a quick-change axle ain't as hard as you thought. It's the installation that can be the real bear.

There are three words in the hot rod vocabulary that can remove all doubt as to whether or not a car is worth a second look: quick-change axle. We've made every part of the car extreme so many times that we're pretty much inured to it. But for some reason a weird-looking casting that uses obsolete components and makes noise that would ordinarily annoy the hell out of us still gets us all giddy inside. Never mind the fact that 99 percent of us would never ever change the gears in it. It's cool just sitting there.

But there's something about a quick-change that's equally intimidating too! For the most part the critical interface between the ring and pinion gears in any axle requires specialized tools and experienced hands. And with a quill shaft and twice the bearings and gears, a quick-change axle looks that much more intimidating.

That fear is largely unwarranted. The heart and soul of a quick-change axle is the Ford banjo. Ford's designers created an axle as simple as it was tough, and as a result, the most "specialized" tooling required to rebuild a banjo is a large socket and a dial indicator. What's more, the parts that make a quick-change different from a conventional banjo axle are simpler yet.

While building the axle is fairly straightforward, there are a few things that make installing one in a hot rod a little bit trickier. Our Man at the Mile High, Frank Wallic, is installing one in his dream-car Deuce roadster and he encountered a few of these quirks. Those of you who've seen his bomber-inspired aluminum components know he's more than capable, so when he told us that he shot the installation we were more than willing to relay his notes and findings.

There's another reason we wanted to show this install. First off, the quick-change center (gear case) he's using is a

This quick-change is one produced when Ted Halibrand owned Halibrand Engineering. It's easily 30 to 40 years old but it's brand new. Understandably Frank was nervous building it himself, so he entrusted hot rodder/restorer veteran Bill Riedel to help.

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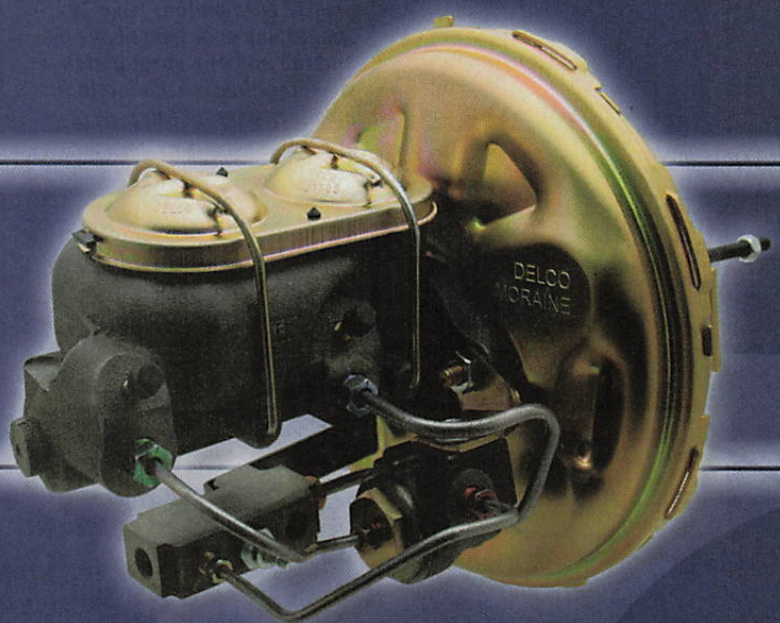

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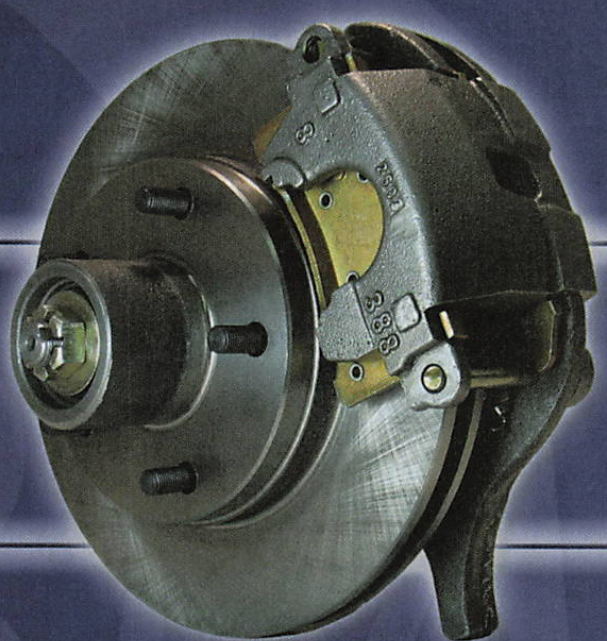

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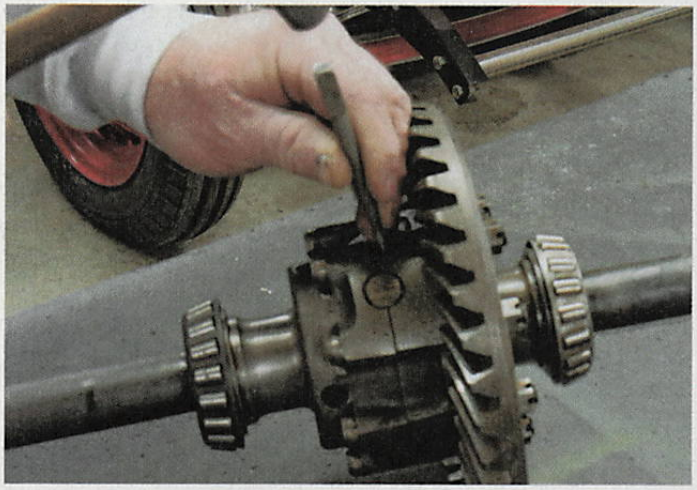
new-old-stock Halibrand Engineering piece, cast when Ted Halibrand still ran the company. Ted sold the company 30 years ago, making this one old—and likely one of the last N.O.S pieces in existence. Veteran hot rodder and racecar restorer Bill Riedel got it among a bunch of boxes that made a Midget race car, and when Frank told him he was in the market, Bill made it available. What's more, Bill offered to personally walk Frank through the assembly.

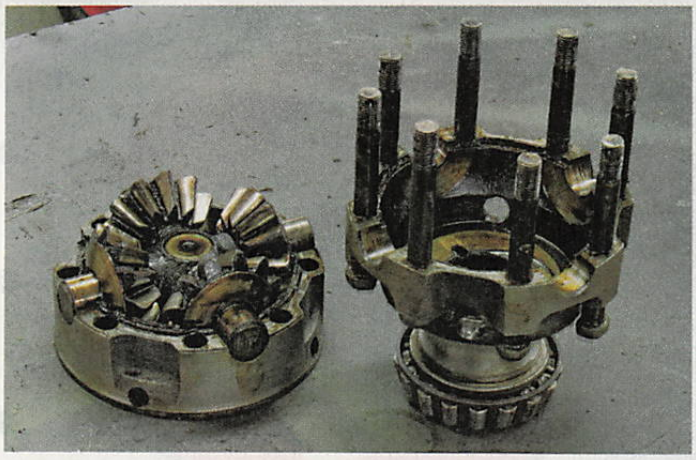
We're going to repeat the general process and dispense a few tips, but we're doing it more as a means to inspire and empower you to do your own. We'd rather not bore you with the exact details and variations. That's the job of a Ford technical manual, so to tackle the job properly we advise finding one.

But trust us—building the one part that can transform a ho-hum beater into a hot rod really *is* simpler than you thought. SR

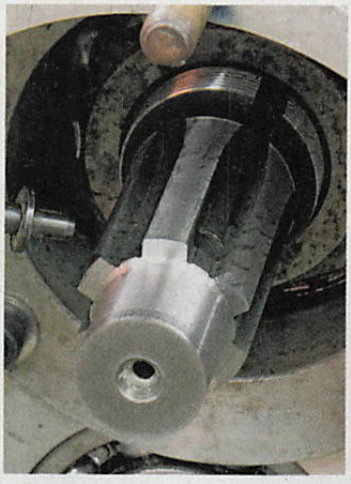
Frank emphasized attention at teardown. "By the time bearings get this old, they're usually pitted," he said. "Mine sure were." He also said to scrutinize the keyways in the axle ends, as a sheared key and spun axle can cause a lot of damage.



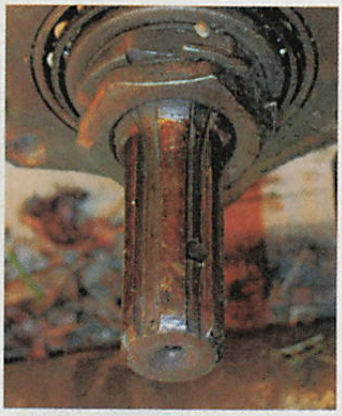
Bill advises center-punching the gear carrier (differential case) halves so they go back together again in the same orientation. In fact, he said to mark just about everything so it goes back together the same way it came apart.

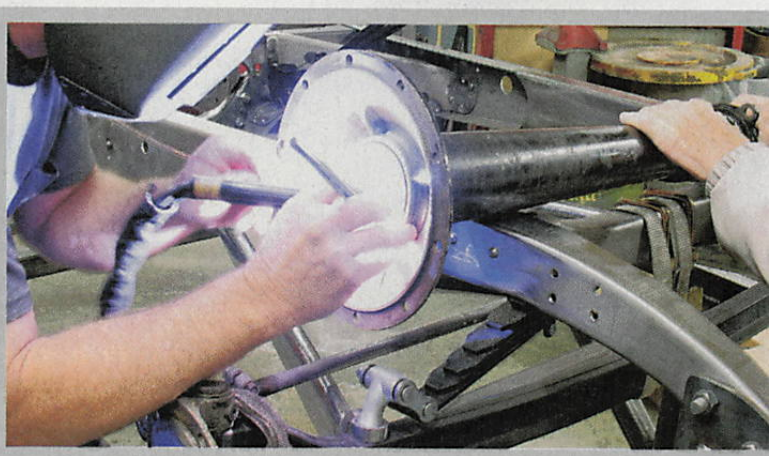


There really isn't much to an early Ford gear carrier: two halves, cross shafts, and four spider gears. The fulcrum gears are part of the axle shafts and the passenger side bearing race is part of the ring gear. Clean and reassemble with a new bearing.



Frank used new Motive gears (Speedway Motors) because pre-'37 Ford pinions have 10 splines and spur gears have 6, and the end of a stock pinion shaft requires machining to fit into the cover bearing.





Here's a tip for removing bearing races: weld along the center (TIG, MIG, or stick is fine). The metal will shrink as it cools, and the race usually plops onto the floor. Try it on gutted ball joints too.

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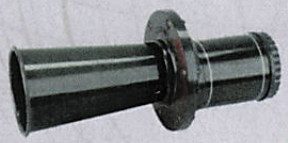

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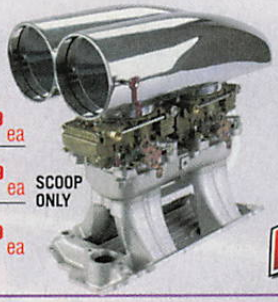

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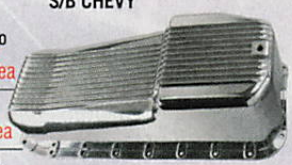

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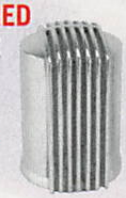

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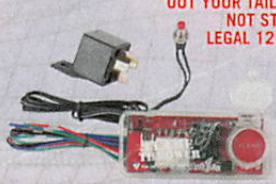

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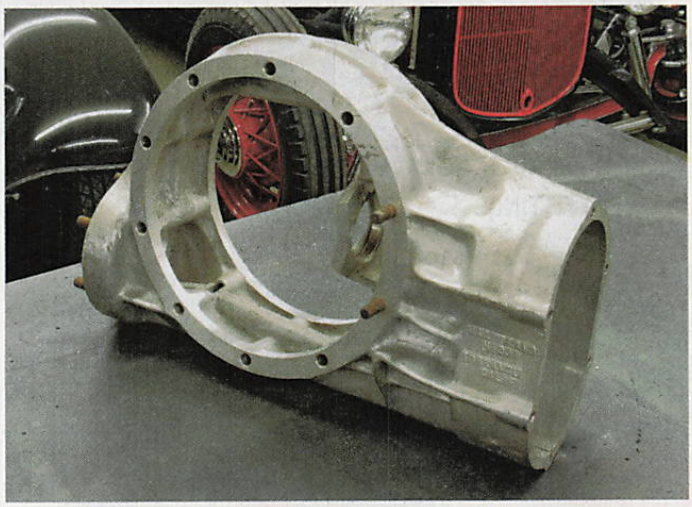
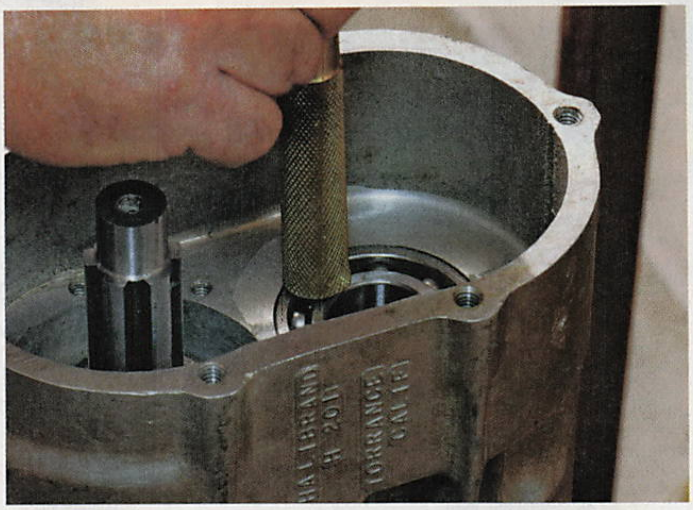
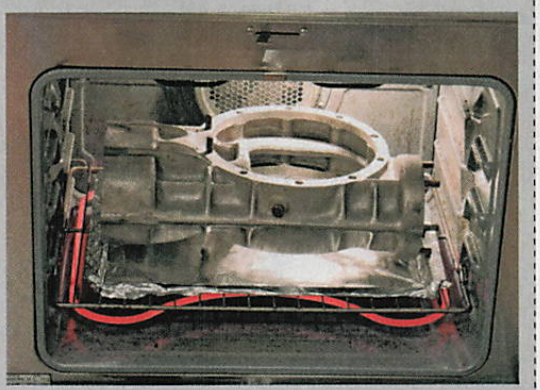


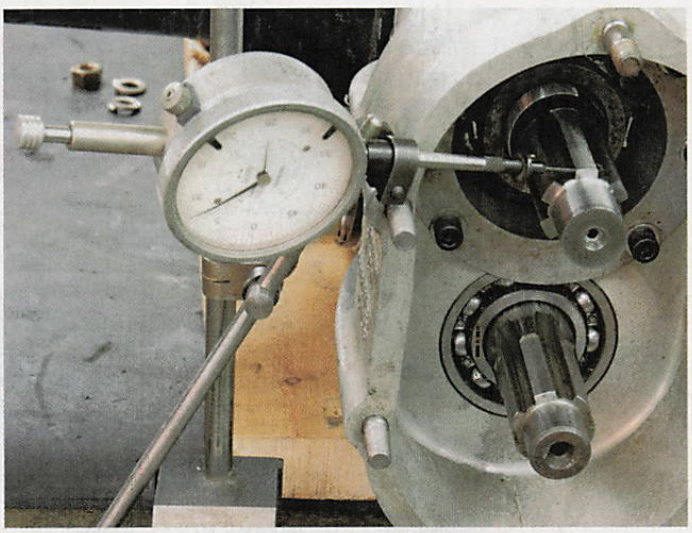
This particular gear case came with a front plate that converts the axle to open-drive operation. Since there's no lash setting on this plate, it installs with a simple gasket.



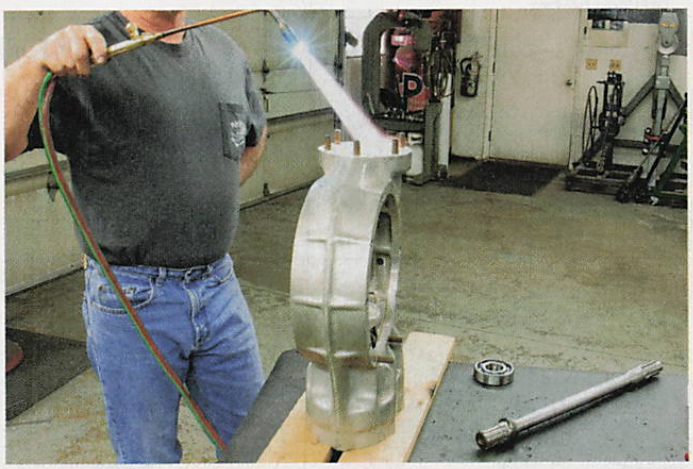
A word of warning: beating on vintage cast-aluminum is an invitation to crack it, especially if it's the pinion support in a quick-change. If the races don't fall into place, tap them gently with a drift. If gentle persuasion doesn't work, drive them out and check the tolerances.



Shrink the pinion bearings and quill-shaft bearings in the freezer and expand the gear case in a 250-to-300-degree oven. Make sure yours is cleaner than a skeeter's you know what 'cause chicken ala Lubriplate gets served with humble pie.



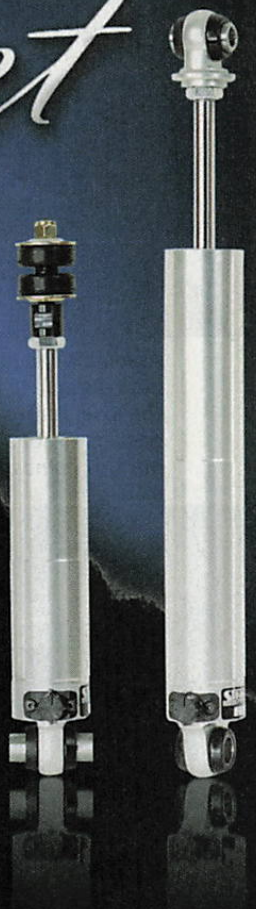
Reassemble the gear carrier to Ford torque specs. Some manufacturers caution against synthetics for break-in as they can interfere with the break-in process. Once broken-in, though, nothing is better than synthetic.



Re-heating the case in the oven is verbot on account of the grease. So Bill broke out the Georgia Bluenose and warmed up the front bearing boss before dropping in the quill shaft and front lower-shaft bearing.

The pinion support bearing goes in first, followed by the pinion, its rear bearing, the retaining nut, and lock place. Tap the rearmost quill-shaft bearing in place before installing the pinion thrust collar. Safety wire or blue thread locker on the collar bolts is a good idea.

Strange Street



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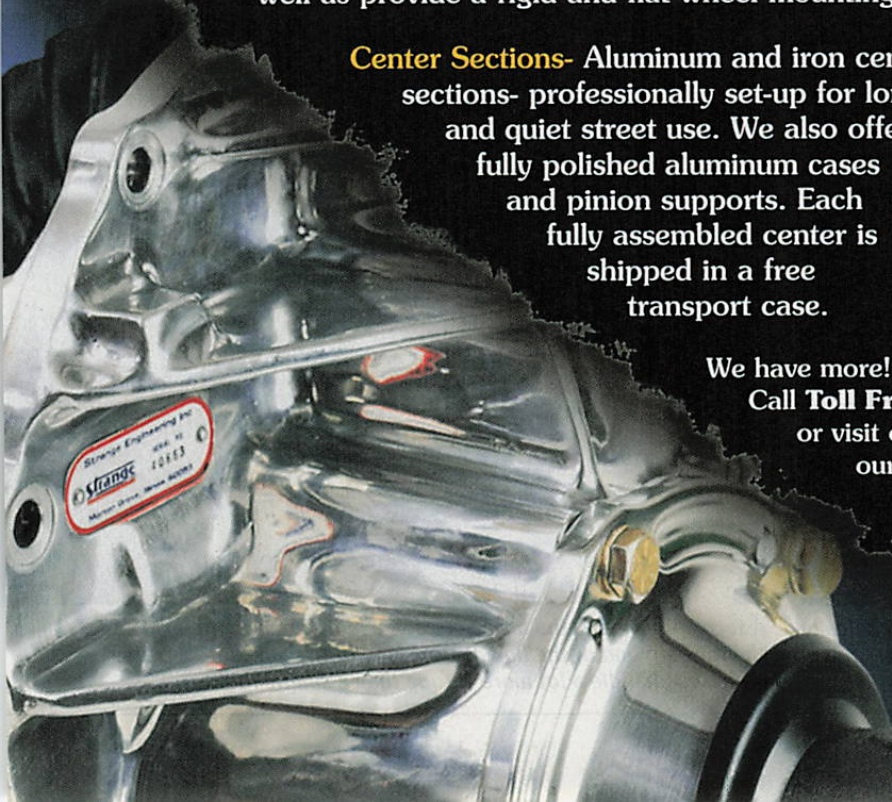

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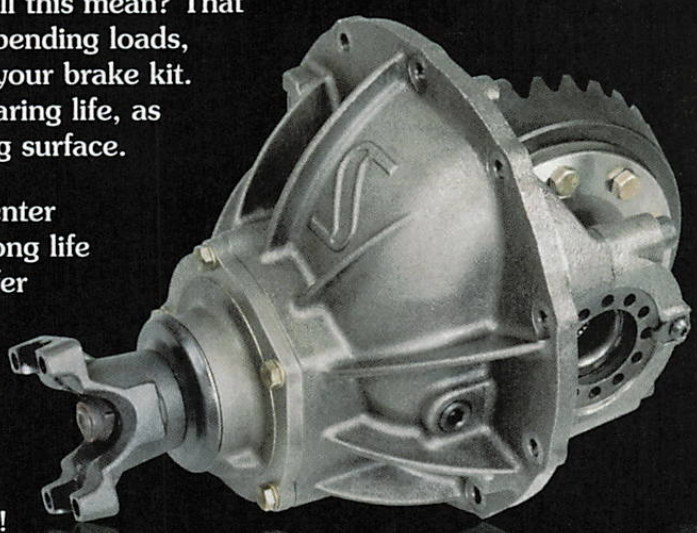

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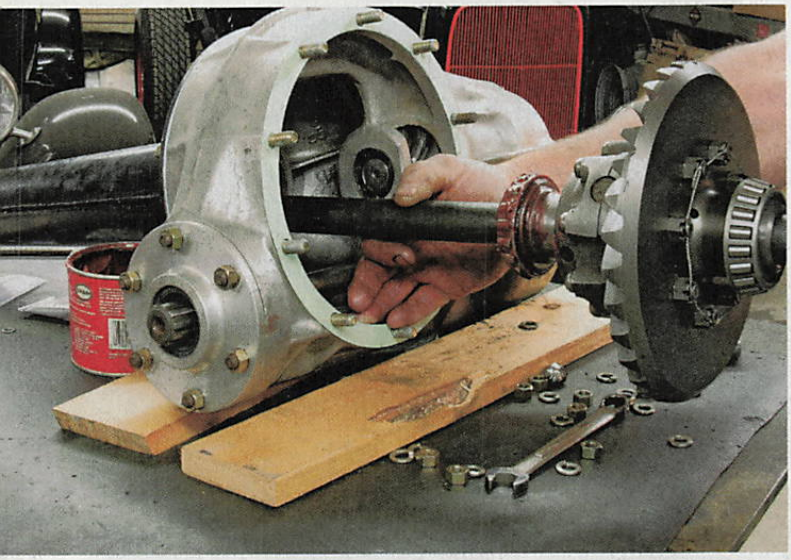
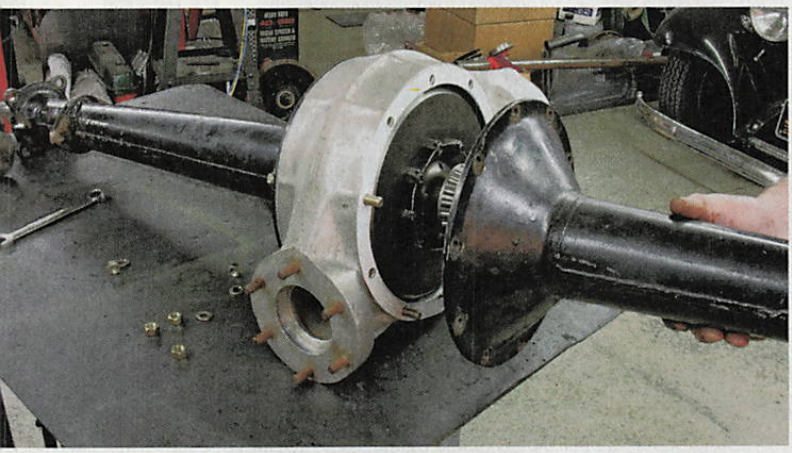
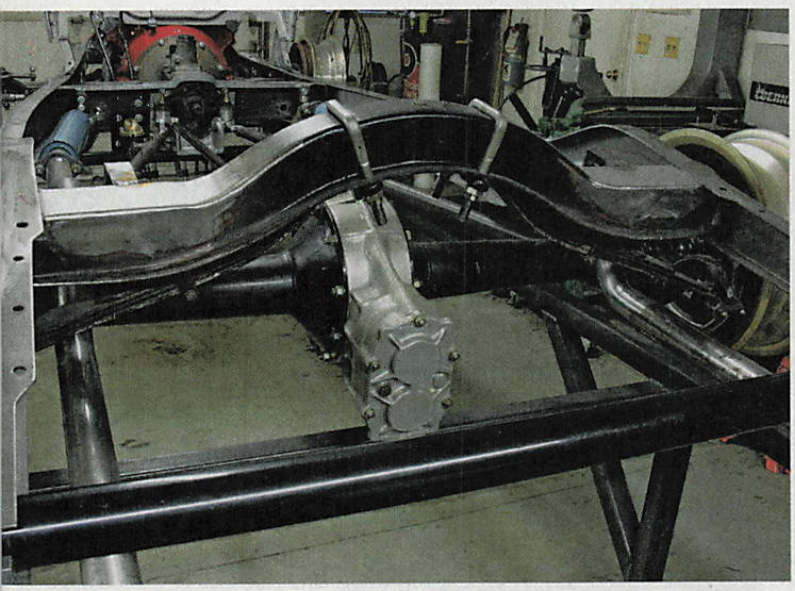


Assemble the bare gear case with the carrier, shafts and bells, but with a single .010-inch bell gasket. With a person on each side of the axle, rotate the shafts in the same direction. Add or subtract gaskets to set a very light drag. Manuals offer precise methods, but this homespun way is surprisingly accurate.



Bolt the bells to the axle with the same gasket thickness used to obtain the bearing pre-load and measure the ring-to-pinion lash. Move the gaskets from side-to-side to achieve the correct lash setting (the range is .003-inch to .008-inch and this one settled easily on .007-inch).



With the ring-to-pinion lash set, the axle construction is technically complete and ready for spur gears. They're available in near countless combinations for any driving situation.

DEM BONES

The centersection Frank bought had an open-drive snout on it, which certainly opens the door to transmission choices. But it also opens the door to a potentially dangerous pitfall.

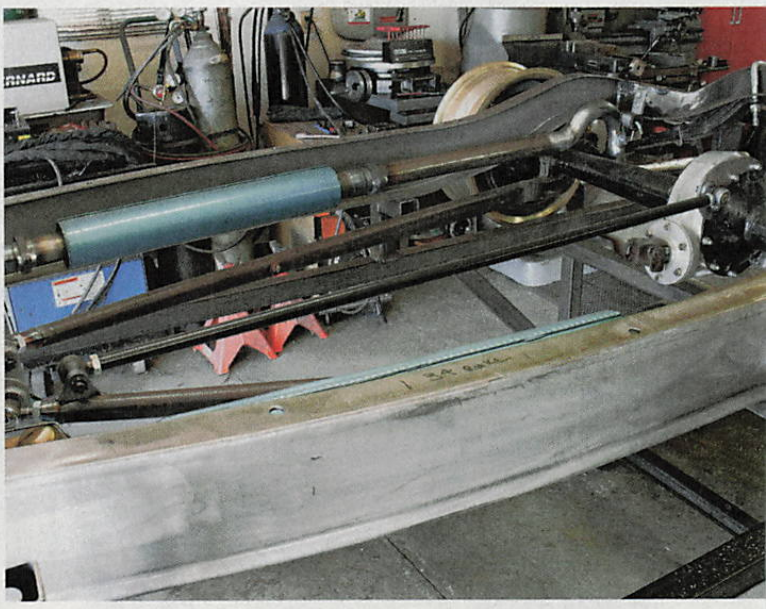
It has to do with the suspension Frank runs. Following common practice, he split the radius rods, equipped them with bushing ends, and used them to locate the rear axle. The design is called a two-link and is the ladder bar's ancestor. But without the driveshaft housing to control the axle's reactive force (wrap-up) the radius rods must bear it and the thrust load. That's a load they were not designed to bear, and they can fail with disastrous results.

There is an elegant solution, though. A rod that connects a point high on the axle to the leading end of the radius rod greatly increases the design's capacity. It basically transforms a radius rod into a truss which is highly capable of bearing a great torque load. It's the premise behind the triangular shape of the ladder bar. In fact, this design is not exclusively Frank's; Hot Rod Works (Nampa, ID) has offered a kit for some time that achieves this same result. And to be honest, it's probably not the first either.

Understand that this remedy applies exclusively to single- and two-link suspension designs (where the suspension articulates from one or two pivot points). Do not try to apply this design to a leaf-sprung or four-link design. It will bind. Trust us.

Theoretically one torque rod is sufficient to prevent both radius rods from bearing any torsion load since the axle is rigid and won't twist. In a sense it leaves the other radius rod to control only the axle's longitudinal location on that side. But if you're a belts-and-suspenders type you can run one on the other side too.

And that axle stiffness brings up an important point that bears mentioning whenever discussing any two-link design.



A torque bar spans the area between a high point on the axle and the forward end of the link. It turns one of the links into a truss, which can handle a lot more torque than a simple radius rod.

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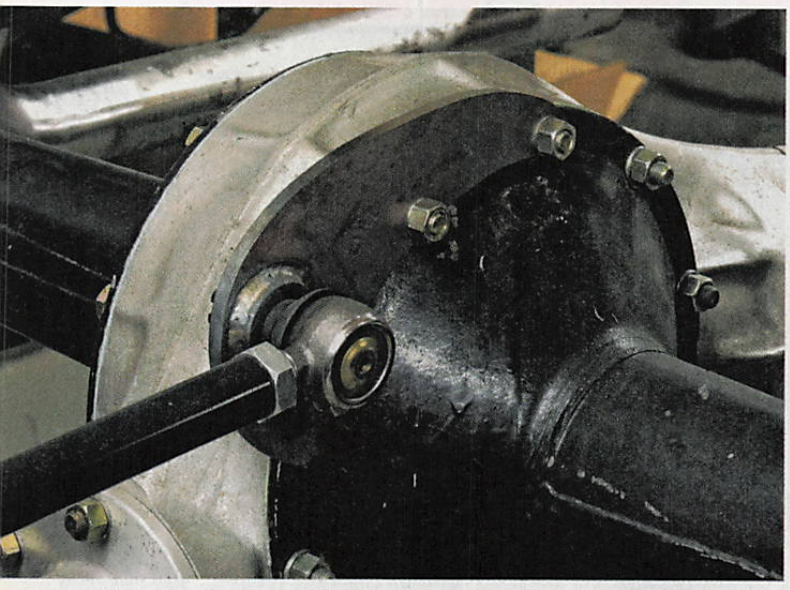
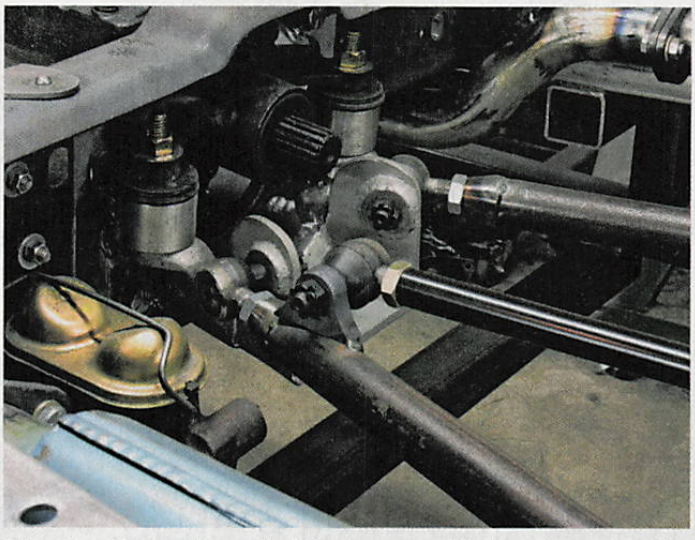
Split radius rods, ladder bars, and even the factory two-link systems under early Oldsmobiles and '60-72 GM pickups turn the rear axle into an anti-roll bar of sorts. The distance between the leading ends of the links determines the anti-roll properties: If kept close to each other the anti-roll force is negligible; however, dramatically spreading the forward ends of the pick-up points (i.e. mounting them to the frame rails) can cause a dangerous oversteer condition. The extreme leveraging forces in such a design can also crack tabs and axle housings. GM certainly understood that dynamic, hence the close-set mounting points on the Olds and GM designs.

From there the design is rather open to interpretation. Frank used a tie-rod end on his, but it's largely unwarranted; the torque rod is fixed and will not articulate. It is there merely to transmit load. Spherical rod ends, clevises, and urethane-bushed rod ends yield the same result.



Mounting the rear end of the torque rod higher on the axle improves the design's effectiveness. A bracket over the radius rod works but is inelegant. Since the rod's lateral location is not critical, Frank used the gear case bolts.



Mounting the leading end of the torque rod further forward on the radius rod improves the design's effectiveness. Frank used tie-rod ends, but they're unnecessary as the torque rod moves with the radius rod and axle.

Hot Rod Works offers a torque-rod kit. Factor in the cost of the seamless tubing, rod ends, a drill and taps, and brackets, and it's pretty clear that this kit's a bargain.

Ford's suspension from '08-48 pivoted from a single point (the driveshaft bell) and operated entirely bind free. Hot Rod Works offers a single-link kit, but instead of a ball at the end of a rigid driveshaft it uses a spherical rod end. The kit is for '35-and-later Fords, but the idea could be adapted to others.

TANKS

Mounting a quick-change axle can present a few challenges. They're a snap to install in a Ford up to 1931 as the spring and crossmember mounted *over* the rear axle. But starting in 1932, Ford mounted the rear spring *behind* the axle. Since the spring no longer needed to clear the axle housing, the company removed the spring's pronounced arch. What's more, Ford relocated the fuel tank behind that crossmember. The cars from then onward rode better, had bigger trunks, and were safer, but the longer quick-change housing won't fit.

There is a remedy, even if it is a little drastic. It requires replacing the crossmember and spring with those from a Model A. Since the spring-eye dimensions are the same to 1940 the spring bolts in; however, replacing the

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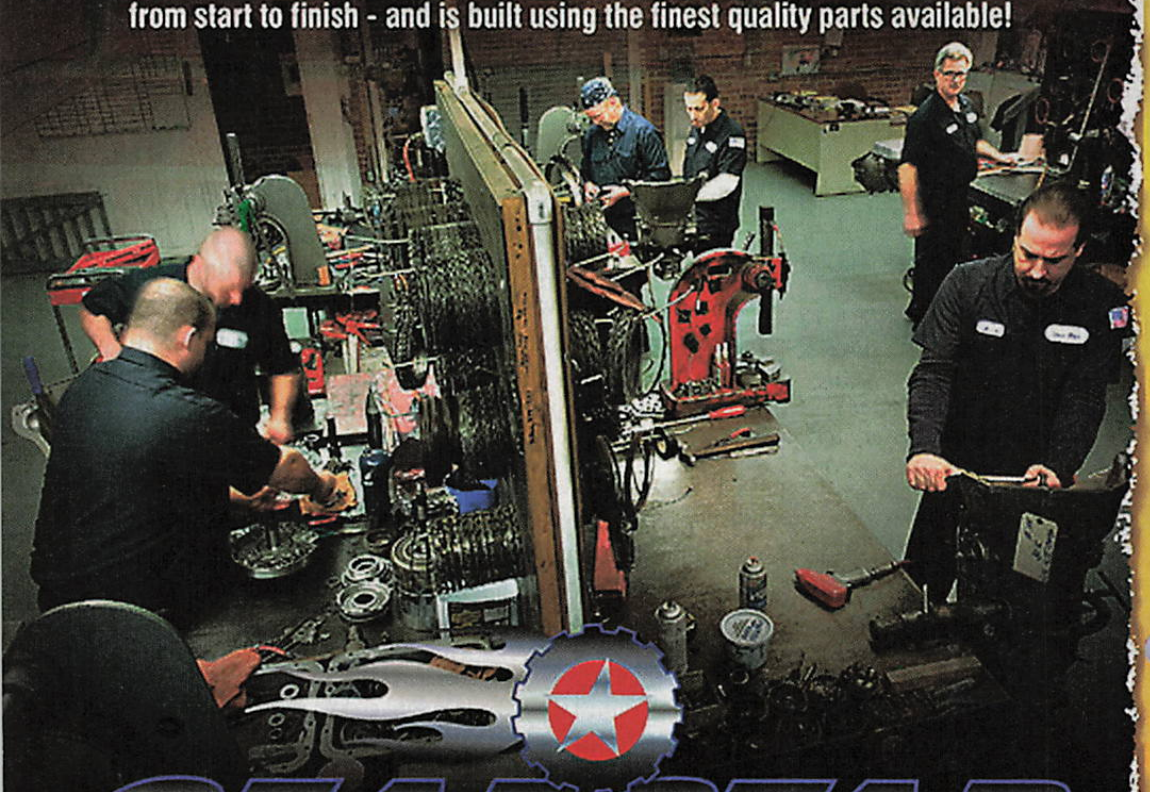

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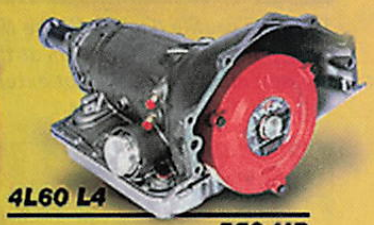

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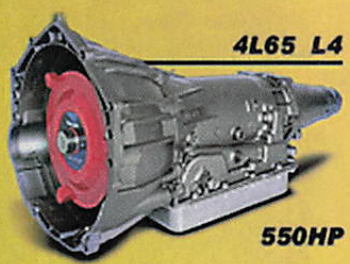

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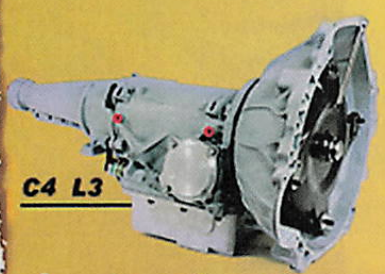

C4 L3

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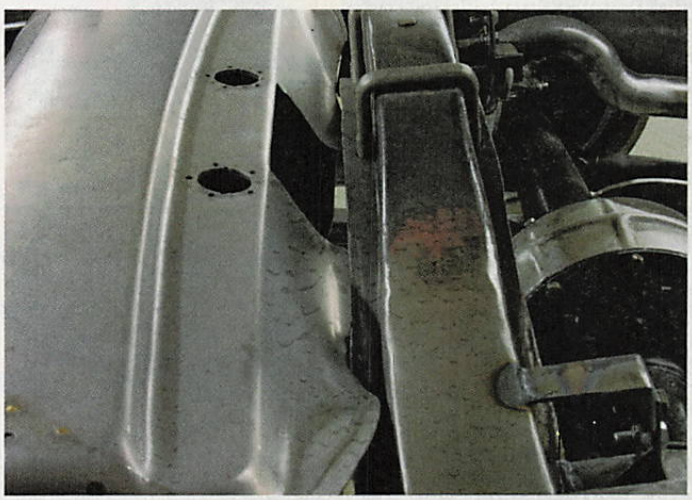
crossmember does require some fabrication. The really thorny part involves the fuel tank. It too is in the way of the longer case.

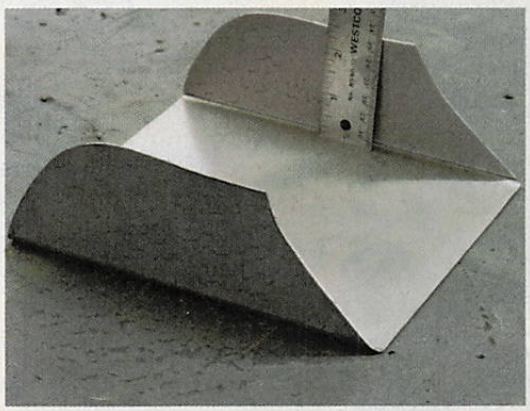
Racers traditionally replaced the tank with a smaller and lighter one and there is something to be said about removing the tank to show off such an exotic piece of hardware, but that's not everybody's objective.

For Frank to keep his stock Deuce tank, he nibbled a chunk out of the flange and the middle of its leading edge. It's really not that technical of a procedure, even if it requires X-ray quality welds.

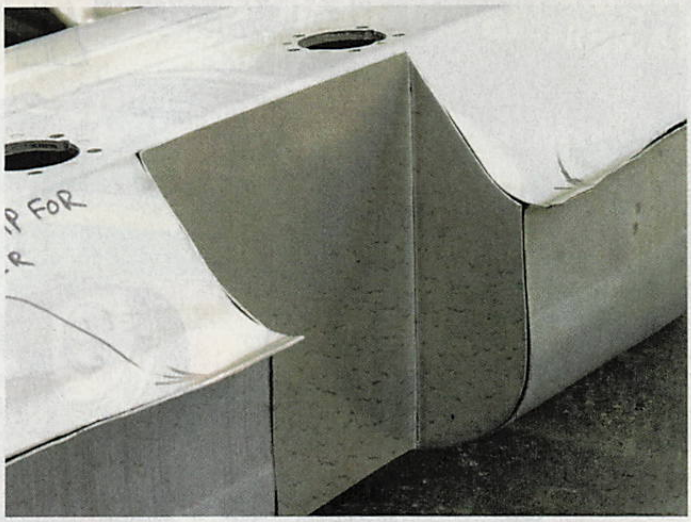
The tank profile doesn't fit the Model A crossmember. To make it fit, Frank cut away the seam at the forward corners where it hit the crossmember. Since the cut extends beyond the weld he'll have to weld the flanges together.



Frank cycled the suspension with the tank mounted in the chassis. As it turns out, the bend in the tank top serves as a good edge for the cut. Frank cut the slot just a little bit wider than necessary for clearance sake.



Upon measuring the depth and width of the cut, Frank brake-bent a slice of 18-gauge steel. He then slipped it into the cut and traced the tank profile directly to the new piece.



Naturally the trimming is a cut-and-try affair. But with diligence and patience it's entirely possible to create a gap-free fit.

It isn't fully welded together, but the gist of the tank slot is obvious. It gives the extended gear case plenty of wiggle room as the rear axle articulates.

But first a word of caution: gasoline is highly flammable. Yeah, it surprised us, too. In fact, even though a tank might look perfectly clean, it might have trace amounts of gasoline in its seams and under its baffles. Once upon a time the common practice was to pay a radiator shop to boil the tank prior to any repairs, but with the eco-war going on right now a lot of shops won't do it. And due to the liability wars fought every day, we won't tell you any of our patented tricks, either.

It's for the risk and the fact that old tanks tend to get a little thin in the belly that Frank decided to start with a new reproduction Vintique tank. At the very least it keeps another complete original Deuce tank in circulation.

FRANK WALLIC
f1932hog@aol.com

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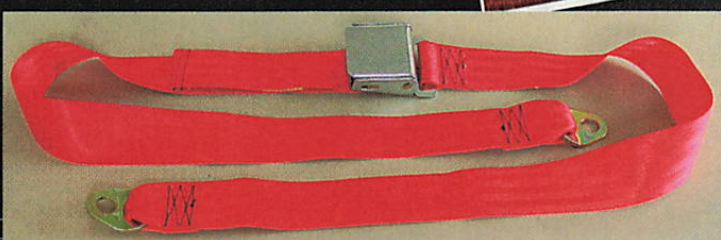

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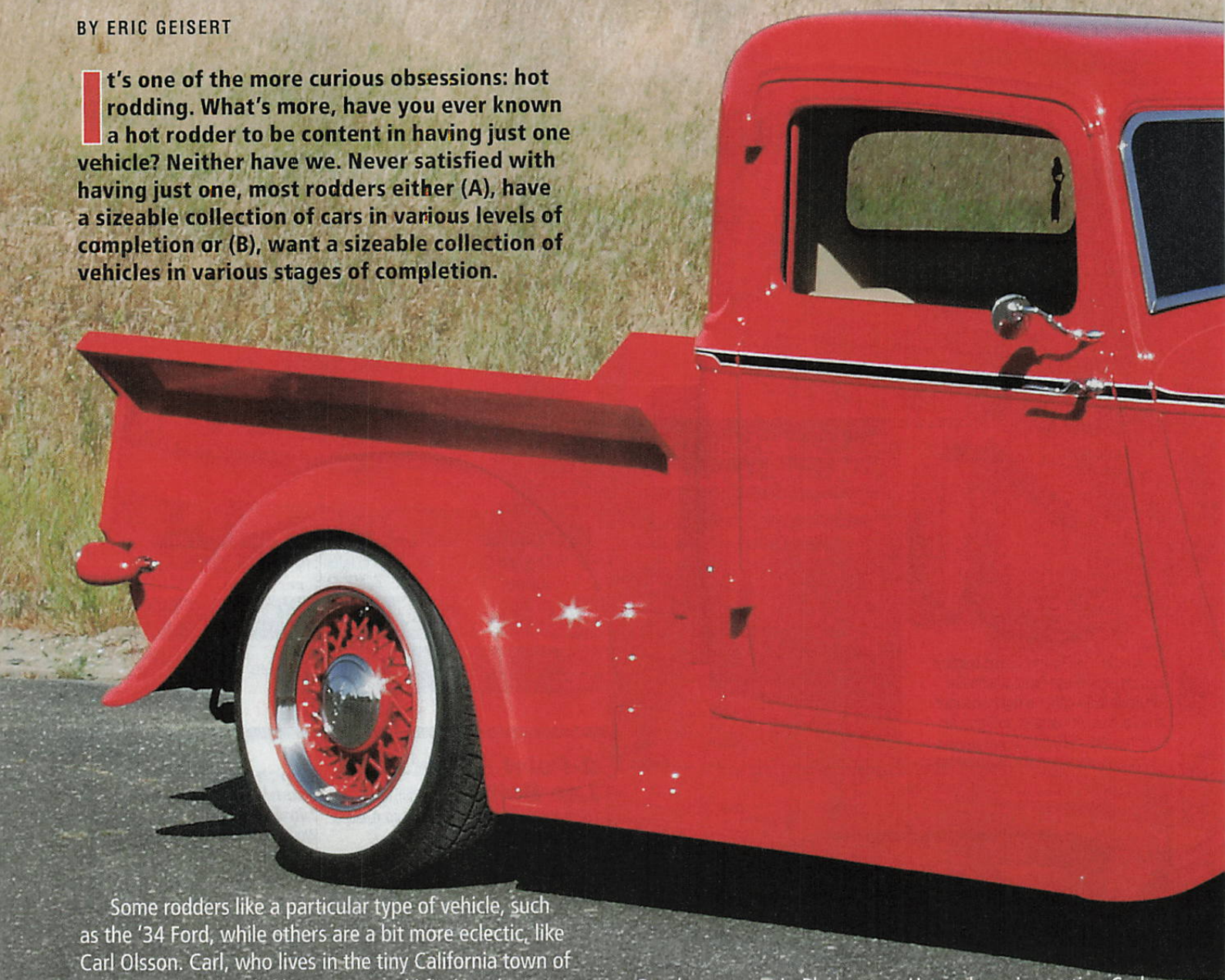
THE KEEPER

Carl Olsson's '34 Dodge pickup

BY ERIC GEISERT

It's one of the more curious obsessions: hot rodding. What's more, have you ever known a hot rodder to be content in having just one vehicle? Neither have we. Never satisfied with having just one, most rodders either (A), have a sizeable collection of cars in various levels of completion or (B), want a sizeable collection of vehicles in various stages of completion.

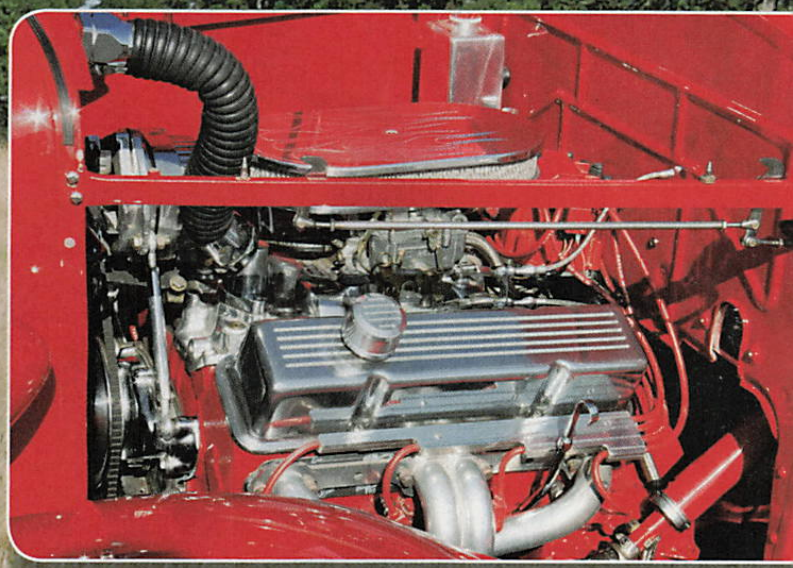


Some rodders like a particular type of vehicle, such as the '34 Ford, while others are a bit more eclectic, like Carl Olsson. Carl, who lives in the tiny California town of Copperopolis (sounds like a town you'd find on the way to the Emerald City, doesn't it?), happens to like pickup trucks.

Not content with one or two, Carl currently owns several pickups, including a '29 Ford, a '55 Chevy (with a '91 bed), a '38 Ford, a '63 Ranchero, a '35 GMC rat rod truck, a '36 Dodge, plus a '34 Dodge. That's in addition to a pair of '34 Plymouth coupes, a '50 Stude, a '26 Buick sedan (with a 425 Nailhead with six twos), and a '56 Ford sedan. Did we mention "eclectic"?

A hot rodder for many years, Carl spent his spare time building cars and, when his son, Travis, was old enough, he worked alongside his dad out in the garage. A few years ago the pair began looking for an old Dodge truck to work on when Carl happened across a great looking '34 Dodge at a Goodguys event in Pleasanton. Upon closer inspection Carl believed it was one of the best looking trucks he'd ever seen, and ended up talking with the owner, Bill Osiakowski, for some time, gathering as many mental notes as he could.

A couple of years later Carl was again at the Pleasanton event, and just before he left for the day he thought he'd swing through the "cars for sale" area before he took off. When he rounded the corner of a building he came face-to-face with that same red Dodge truck that he'd seen a few years back. Astonished to see it with a "for sale" sign in the window, Carl again talked with Bill and told him he'd stop by the shop to check the truck out further if it didn't sell that weekend. The next Monday Carl hooked up his trailer and went to see Bill and, as the truck hadn't sold, quickly cut a



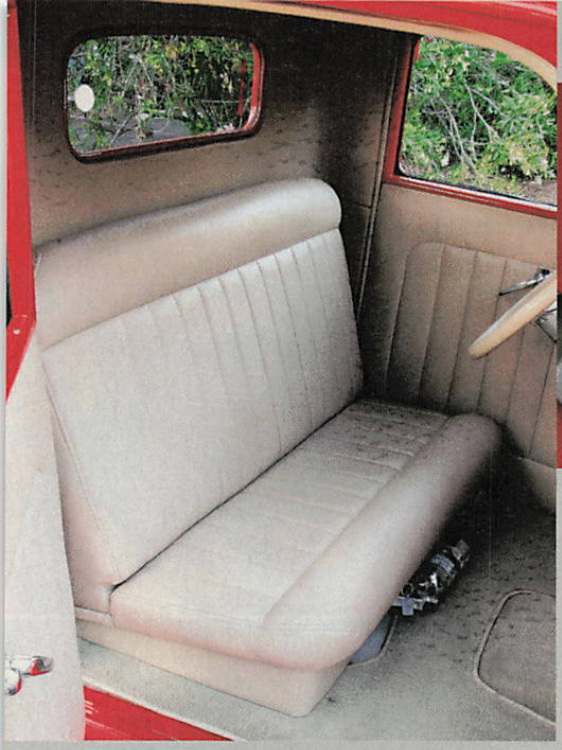
The engine in the Dodge is a '68 Chevy 350, fitted with a RV-grind camshaft from Comp Cams. A single Edelbrock 650 carb atop a Weiand manifold feeds the fuelie 2.02/1.60 camel-hump heads which dumps the exhaust out a pair of ceramic-coated headers and Borla mufflers.

check and brought the pickup home (Carl comments it was like "it was meant to be" that he own the truck).

Osiakowski, who owns Kingpin Hot Rods in San Jose, California, had built the Dodge from the ground up. The chassis is a stock Dodge frame, though it's now been boxed. A Maverick 8-inch (2.79:1) with parallel leaf springs went in out back along with a set of Gabriel shocks. Up front a Fatman Fabrications Mustang II IFS went in that featured dropped spindles, 11-inch disc brakes, and narrowed control arms from Heidts.

The truck rolls on Ford-style Wheel Vintiques wires (15x7 and 8) wrapped in BFGoodrich Silvertown radials (185/70 and 205/70). An 18-gallon Rock Valley stainless steel gas tank also found its way into the truck, as did a Corvette dual-circuit master cylinder with an 8-inch power booster.

For power a '68 Chevy V-8, outfitted with an RV grind camshaft from Comp Cams, was topped with a polished aluminum Weiand manifold and an Edelbrock 650 carb that feeds a pair of fuelie 2.02/1.60 camel-hump heads. A Cooling Components electric fan and Griffin aluminum radiator supplies



Kingpin Hot Rods in San Jose, CA, did the upholstery work, covering the custom bench seat and the rest of the interior with Lexus Beige leather and vinyl. The dash is stock in shape, but the stock gauge cluster was updated by United Speedometer and wired with a Painless Wiring kit. Finishing off the insides is a Lecarra wheel mounted to an '87 Camaro column.

the engine with cooled water, and a ceramic-coated header system with a pair of Borla mufflers pulls the exhaust out of the motor. The whole shebang is backed to a TH350 trans.

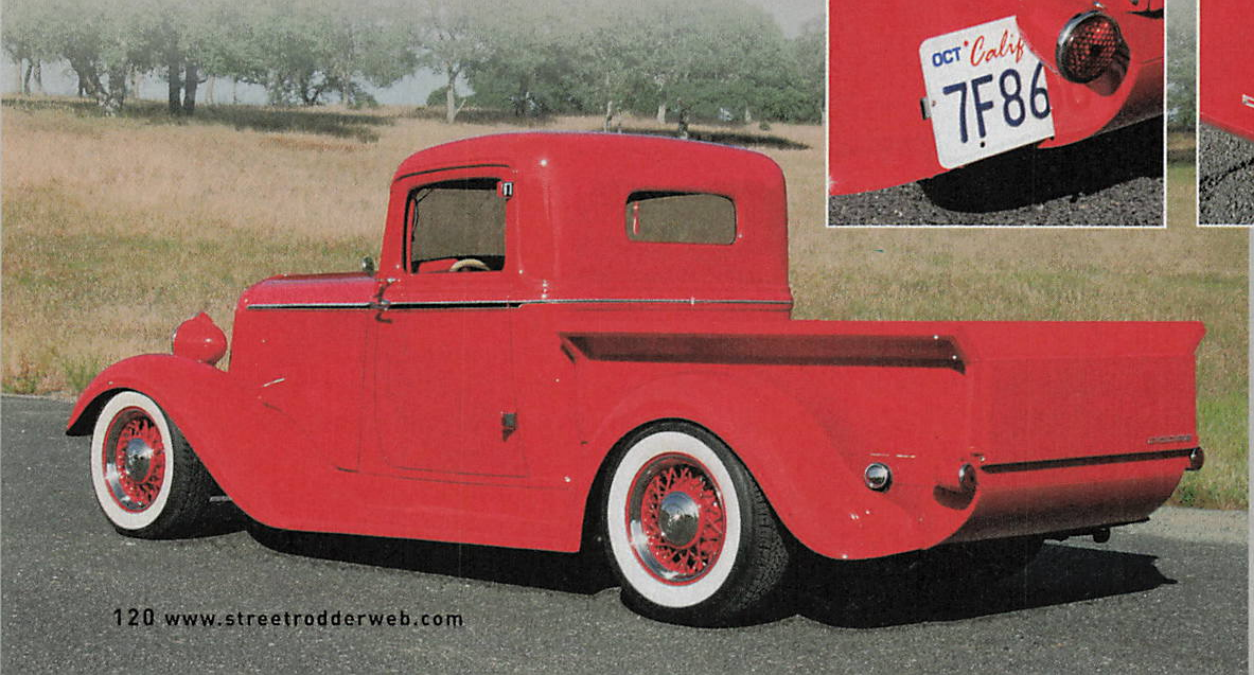
The body was really worked over by Osiakowski, as the top was filled. The crank hole was also shaved and a new polished aluminum insert was installed. Bill also fab'd a new bed, going as far as creating new bed posts, too. Another trick addition was a hide-away license plate, which retracts into the side of the custom rolled rear pan (fab'd by Scott Cowan), only to reappear when the key is turned on. Other mods include inverting the door handles and widening the rear fenders.

Bill, along with Alex Gambino, was responsible for doing the body work on the pickup before Alex covered it with a custom-mix red using RM paints. The world-travelling pinstriper Herb Martinez then came along and stripped the truck in a classic Tommy "The Greek" style line job.

Inside the cab a custom bench seat was made before everything was covered in Lexus Beige leather and vinyl. A Camaro steering column (topped with a Lecarra wheel) was attached to the stock dash, which features a stock gauge cluster that had been reworked by United Speedometer. After a Painless Wiring system was used the truck was ready for the road, though it did not have very many miles on it before Bill decided to sell it.

Upon acquisition, the truck immediately became a center-piece to the collection Carl was in the midst of putting together. He and Travis, who in time had become quite a good welder, again started looking for a project the two of them could work on, but an accident took the 23-year-old's life and, understandably, the wind out of Carl's sails.

Though losing a child is something that any parent will never get over, Carl, over time, slowly began to refocus his thoughts and energies into his garage (a rather large barn outfitted with everything a builder might want, including a couple of lifts) and his cars. He is currently looking for a truck project that he'd like to build in honor of his son and, knowing something of Carl's style and attention to detail, it will undoubtedly be a keeper and something we'd all like to own. SR



Yes, it's a '34 Dodge, but builder Bill Osiakowski customized many areas of the truck, including a license plate that horizontally slides back under the custom bed and a contemporary Dodge emblem on the tailgate.

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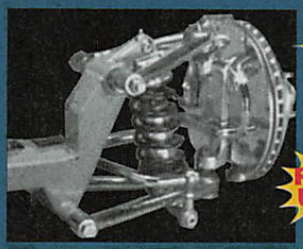

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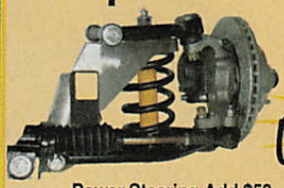

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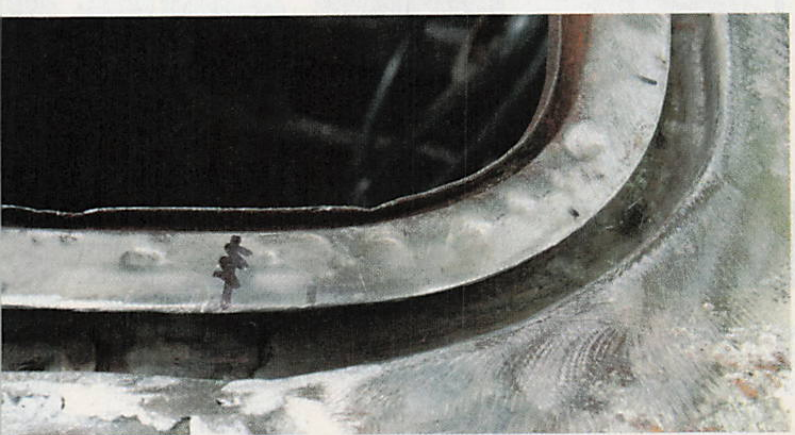
BY CHRIS SHELTON

The Tops in Tops

An insert that looks like cloth and lasts like steel

Sometime in its past Bill's '36 got its roof chopped and filled, albeit poorly. But as luck would have it, its would-be restylist left the channel intact and cut the filler large enough to let Bill reuse it.



Top insert channels differ, but one thing is the same: the new insert should land roughly in the middle of the channel and protrude more than halfway into it. Bill began by establishing the channel's centerline.

Ever since the first one came flaking down on its owner's head, people have searched for the ideal replacement for the soft top insert in '30s-era cars. And honestly, we've come up with some pretty good ones over the years. Among other things, we've welded later-model top skins over the holes, and one company, Juliano's Hot Rod Parts, even offers a kit that rethinks the design altogether, replacing the antiquated cotton batting and chicken wire with modern materials. But we have to admit we're a little bit taken with this latest one.

Builder Bill Ross revealed it to us when we shot John Cherry's black five-window, the Deuce that appeared on the April '08 cover. It has a vinyl top insert, but it's not what you think: it's actually a durable steel panel that's just been padded and covered with vinyl to look as if it were a soft insert. It actually bolts to the car as if it were another body panel.

"I tried it first on my '35 coupe. That car had a white insert and I was afraid that I'd eventually screw it up," Bill said. "Changing a stock-type insert is a lot of work, so I thought it would be nice if I could just remove it if I ever did screw it up—or if I just wanted to change colors."

In the years since, Bill had the opportunity to try it on several more cars: his own Deuce sedan, John's Deuce coupe, Rich Greiner's '33 three-window, and his latest project, a '36 three-window. Though they're basically the same idea, the latter two cars' top-insert channel required Bill to rethink the design. Once he finished those, he said he'd tell us how he did it.

Well that time is now. SR

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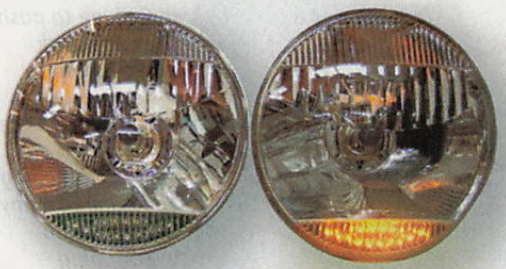

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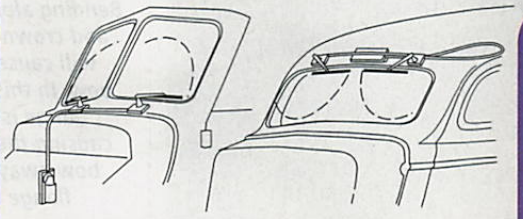

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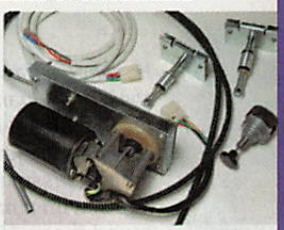

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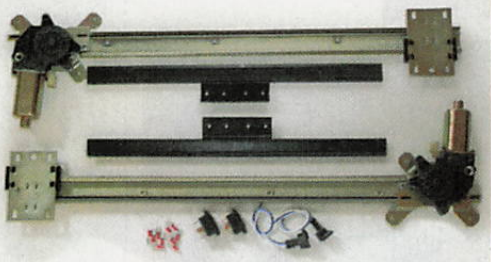

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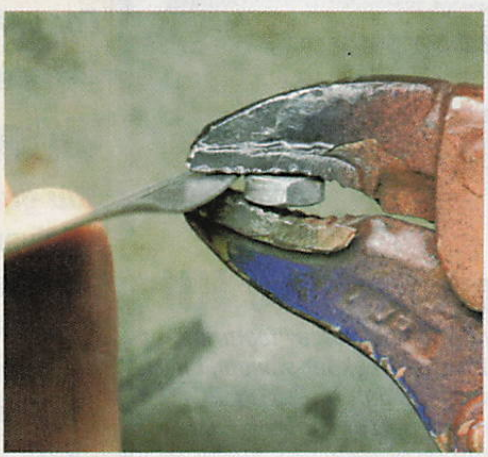
Bill intended the top flange to protrude 1/4-inch into the channel. However, he trimmed the panel 3/8-inch beyond the centerline with the intention of trimming the edge after forming it.

He made a flanging tool from a pair of locking pliers. He rounded the jaws and set his bending depth with a nut. He found that a 1/4-inch nut in these specific pliers gave him about 3/8-inch flange in 19-gauge steel.

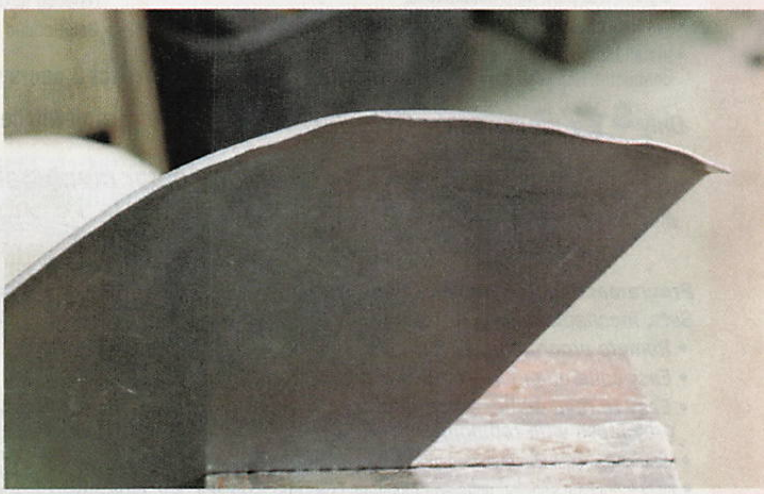
By a series of many incremental bends, no more than a few degrees at a time and each bend overlapping the other, Bill broke the panel's edge. We showed a similar bend technique in the transmission tunnel story "Gettin' Over the Hump" in October '08. The same techniques apply.



Though this bending process is slick, it doesn't make a perfectly smooth bend. So Bill made it perfect with some dolly and hammer work.

Bending along curves and crowned panels will cause metal to bow. In this case the flange is too long, causing the metal to bow away from the flange direction.

Bill first used a dolly-off-hammer technique to push the edge back down to where it's supposed to be. He backed the panel about an inch from the edge and applied many light/medium overlapping blows.



Correcting the insert reveals the problem: since the flange is too long, it will gather. A Lancaster Porto shrinker does a good job on flat sections, but its dies won't conform properly to such a curve.

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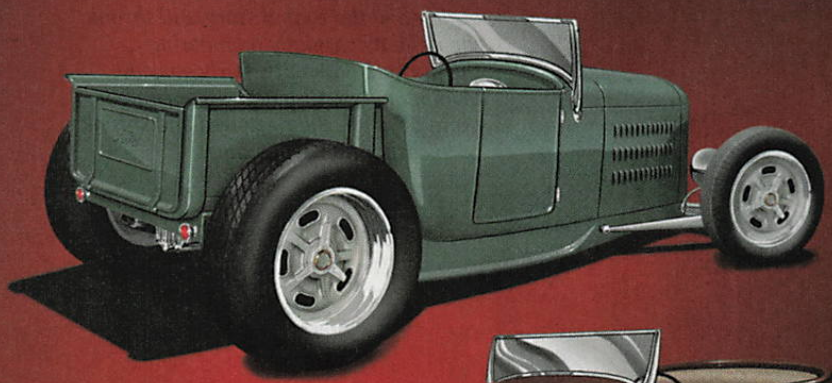

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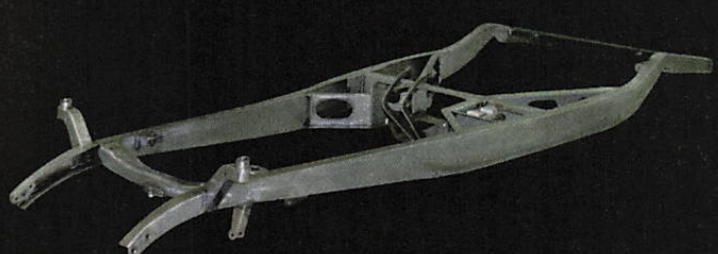

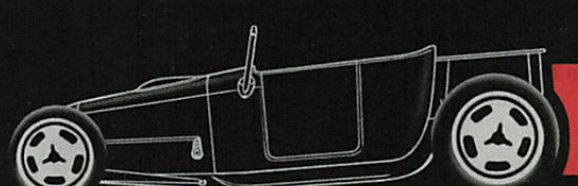

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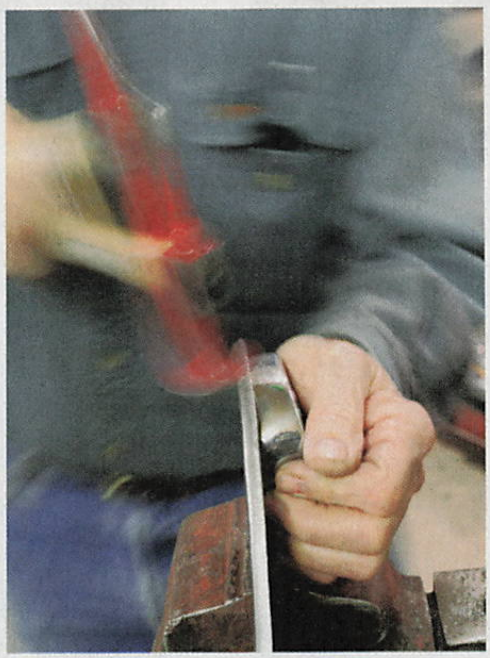


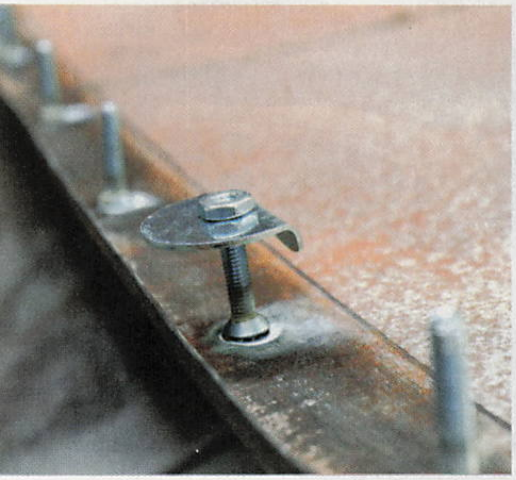
Using techniques similar to those we outlined in the tunnel story, Bill shrunk the edge by carefully hammering the puckers down. It's fairly easy on aluminum, but 19-gauge steel can be quite difficult. Bill flattened and shrunk each corner numerous times.

Shrinking the flange makes a bit of a mess of its edge, hence the reason Bill oversized it. With the insert fitting as it should, he trimmed the flange to give it a consistent flange.

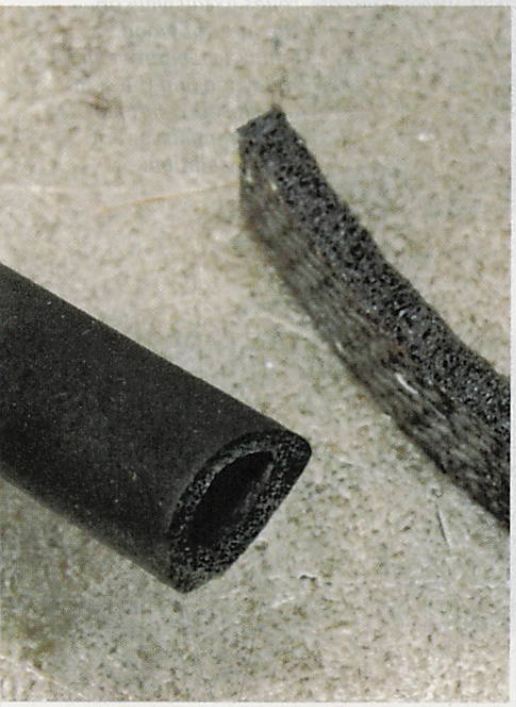
The flange inboard the channel serves as a good means to attach the top. To use it, Bill measured its distance from the centerline, installed the insert, and with a 3/16-inch drill, bored through the top and the flange in one sweep.

Bill removed the top, pushed flat-head 10-32 screws into the holes in the channel, reinstalled the insert, and plug-welded it to the screws. Drill the holes as straight as possible; otherwise the insert will put up a fight on the way out.

With the top insert out, Bill bored the holes to about 3/8-inch. This way the top studs won't catch on the holes.



The bottom side of the channel flange isn't absolutely flat and tightening a nut against an uneven surface can tweak the insert skin. So Bill bent fender washers that better conform to the flange.



Depending on the channel depth and width and the flange dimensions, Bill uses several seal types. Bill used Bob Drake materials, but companies like Metro Molded Parts and Steele Rubber offer a staggering array.

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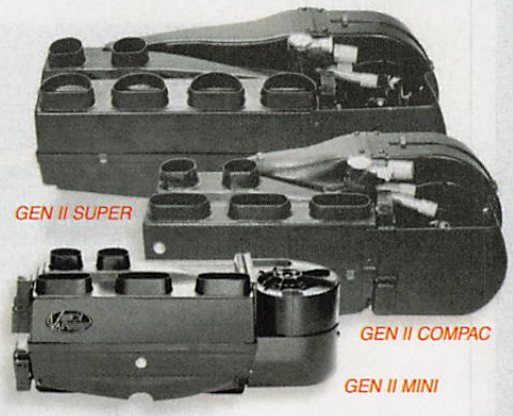
Terry Stoker's '32 Coupe On The Salt



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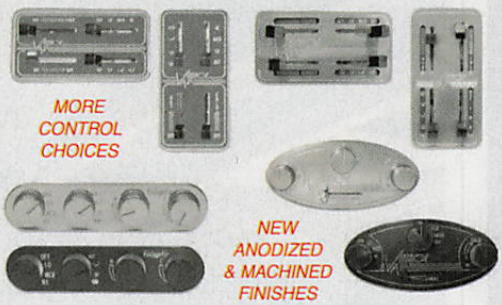

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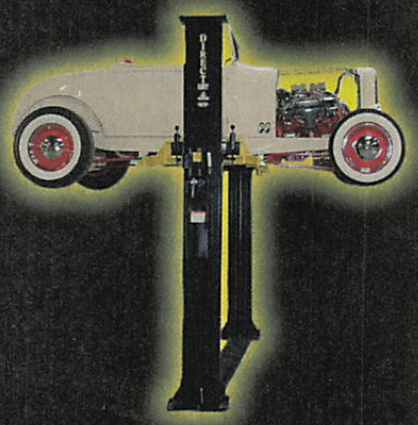

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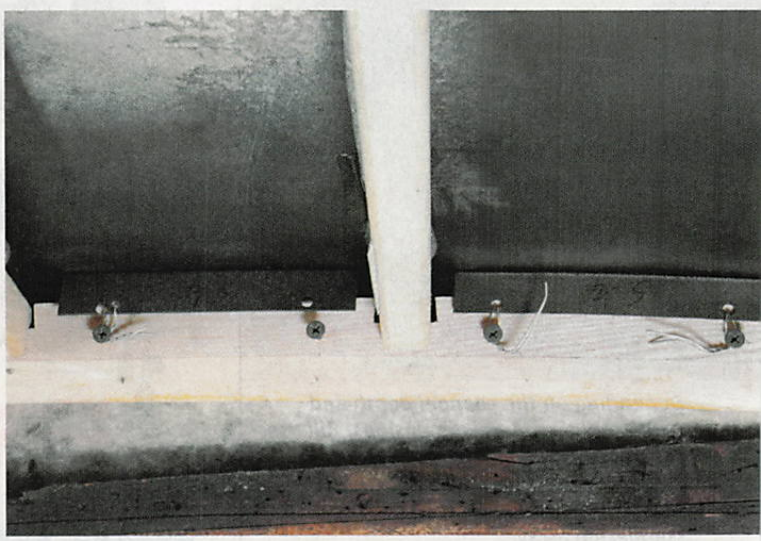
To make the insert for his Deuce Tudor, Bill used the same technique but with different details. For starters, the Deuce tops have a narrower and shallower insert channel.

He doesn't know from whence the '36's insert came, but Bill can tell you that a '57-58 Ford top skin fits a Deuce sedan like it was made for it.

Given its greater size, the Tudor's top insert relies exclusively on the interior wood. Sandwiched between the wood and the skin are closed-cell foam strips reminiscent of pipe insulation.

To attach the top Bill sheared 2-inch-wide, 5-inch-long strips, drilled one flange, and welded the other to the top inboard about 1/8-inch from the side rails. He drove screws into the wood and then safety-wired the top to the screws.



Bill recently built a top insert for Rich Greiner's '33 Ford coupe. In the absence of a suitable top donor, Bill got an insert from Steve's Auto Restoration. The channel differs from both the Deuce and the '35-36 in the sense that it's both wider and more shallow, and doesn't have the fat lip.

Trimmer Jamie Rice padded the top and clad it in a durable vinyl. All finished and installed, the only telltale that it's not original is the lack of edge welting—a problem with a simple solution.

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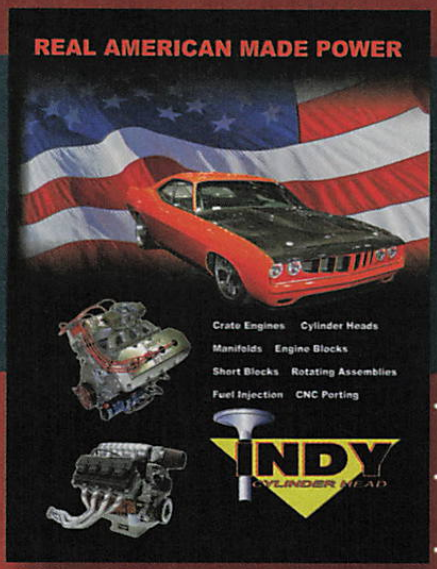

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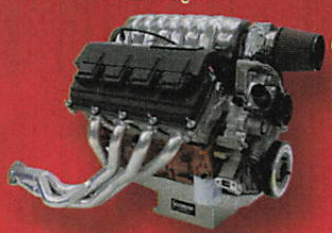

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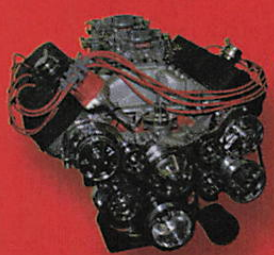

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Born out of necessity, fueled by desire

Kendra Fleharty's Model A roadster

BY RYAN MANSON

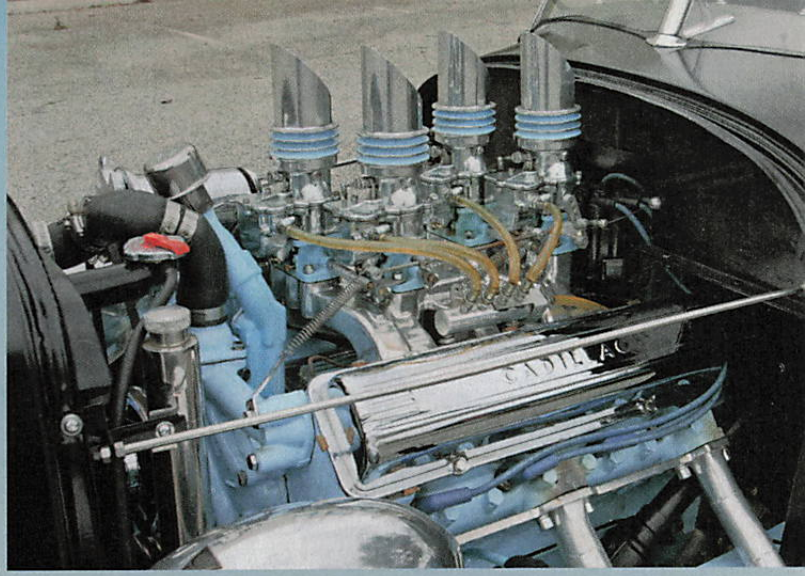
Getting taken advantage of is a bitter pill to swallow, to say the least. But being taken for a ride by a shade tree mechanic usually comes with its share of hard-earned lessons and, like our 43rd president so eloquently put it, "Fool me once, shame on you. You fool me, you can't get fooled again."

Kendra Fleharty learned this lesson indeed the hard way when she bought her first California car after moving from Colorado. Being a fan of all things classic American automobilia and claiming a '66 Mustang as her first car, it seemed only natural for the newly christened Angeleno to purchase something with a little more class and history, perhaps a decade or so older. And so, following a classified ad, she found herself in Palm Springs, face to face with perhaps one of the most distinct marks of the '50s: Cadillac.

She bought the '57 and promptly proceeded to drive the doors off it, all four, until the original 365 finally gave up the ghost. Needing a rebuild, she took the Caddy to a local engine house that rebuilt the powerplant for a hefty sum. A few short weeks later, and she found herself in the same spot, with a TKO'd engine. This time, however, Kendra decided to outsmart the engine builder at his own game and, armed with a handful of manuals and books, proceeded to learn all there is to know about vintage Cadillac engines. And so, out of necessity, a hot rodder was born.

After immersing herself in all things technical in regards to the old behemoth, Kendra felt she had enough automotive understanding that it was time to tackle something a bit more complicated. So the Cadillac was put up on the chopping block to garner enough capital to buy herself what her inner hot rodding soul really desired: A genuine article '30s Ford roadster.

Chris Craft windshield posts were an eBay score that fit perfectly given the fact that the cowl had been molded and the doors welded up.



The 390 Cad was punched out to 401 inches before being bathed in chrome and polished accessories, including the 4x2 induction setup and HEI-converted distributor. Those are Maund air cleaners atop the polished Strombergs.

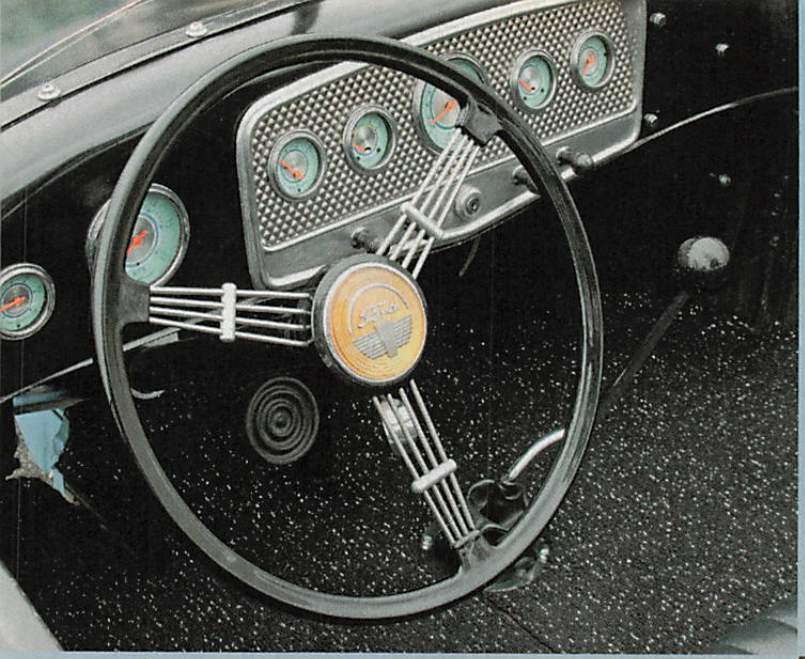
Now well versed, she knew better than to jump at the first hot rod that came her way and sought advice from a few local hot rodders from the Burbank Choppers. Her trouble was well earned and after a chat with Chopper member Aaron Kahan at the Los Angeles Roadster Show, she had a line on a '29 roadster for sale in Lake Elsinore, a locale slightly more elevated than the Los Angeles basin she called home, but nearby none the less.

The roadster turned out to not only be the genuine article, but it appeared that at some point someone had the mind to turn it into a lakes car by removing the inner structure of both doors and the decklid, welded up the doors, and relieved the cowl to accept a set-back engine position. The wheelwells were also cut out, most likely for an altered wheelbase setup of some sort and there were snaps around the edge of the cockpit for a tonneau cover. An Auburn dash had also been installed in place of the original Model A unit with a mysterious set of holes, intriguingly similar in dimension to those of early postwar timing tags. Unfortunately, save for the body and chassis, there were no further clues to the origins or history of the old hot rod.

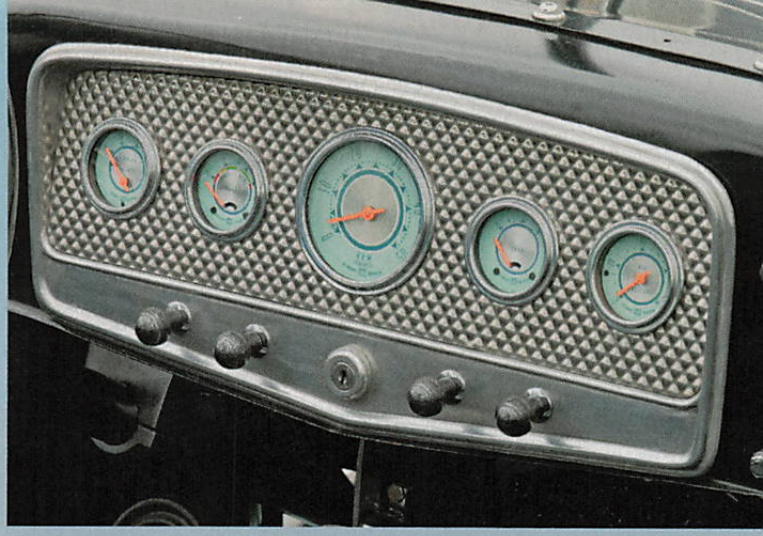
But Kendra was pleased regardless of the lineage of her old roadster and soon set about repairing the damaged crossmembers and other chassis items. A Super Bell dropped I-beam axle was slung off split '40 Ford wishbones on a transverse spring with '40 Ford binders, while out back she opted for a beefy Currie 9-inch rearend located by a set of Speedway ladder bars on a similarly related spring. Rolling responsibilities were relegated to a set of 16-inch Kelsey Hayes wires wrapped in period-correct Firestone bias-ply treads.

Given her earlier penchant for and knowledge of Cadillac Motor Cars, it seemed a natural to drop in an engine of similar pedigree to which her hot rodding heritage was born. She found a 390ci engine from a '62 and turned it over to a knowledgeable engine builder she had met since her initial fiasco, Fernando Alonso, who raised the displacement to 401 cubes. An Isky cam was slipped in during the rebuild and the assembled short-block was then topped off with a 4x2 Edelbrock intake with four Stromberg 97 carbs. The original points distributor was converted by Davis Unified Ignition to

PHOTO BY MATT PROCTOR



A Flat Four VW wheel was borrowed and mated to the Ford column, along with a horn button from a '42 Ford.



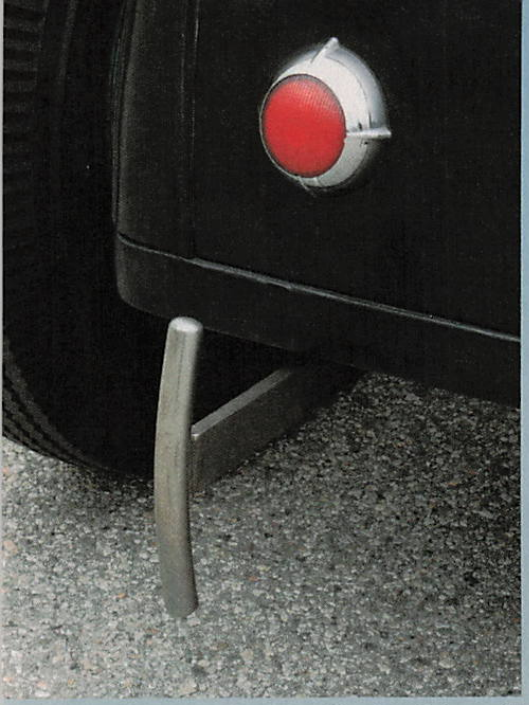
The Auburn dash had been flipped around and installed before Kendra purchased the car, but those Blue Line Stewart-Warner gauges and accessory knobs were an addition all her own.

electronic ignition and a set of custom lakes-style headers were, among other items, fabricated by Jimmy White at Circle City Hot Rods. The Cad was then mated via a Four C's-prepped B&M TH350 transmission and a '62 T-bird driveshaft to the Currie rear.

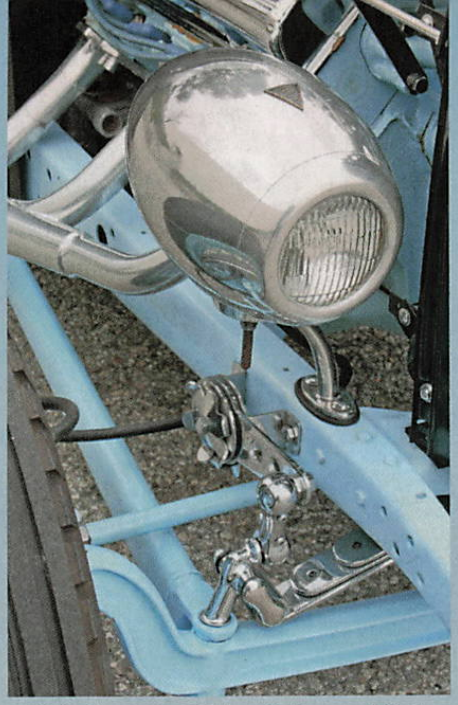
Working with the original sheetmetal at hand, Kendra opted to leave the doorskins welded to the body and further exaggerated the seamless lines by installing a vintage Chris Craft windshield that wrapped around the cowl and flowed into the doors. With minimal bodywork necessary, she then sprayed the body in Rustoleum Black and the contrasting components in PPG Baltic Blue. Inside the cockpit, the Auburn dash was also retained, filled with vintage Stewart-Warner Blue Line gauges. Kendra found that a Flat-Four VW banjo steering wheel closely mimicked the early Ford styling and fit a '42 Ford horn button to mate the VW wheel to her Ford.

While the popular perception when a girl is seen driving a hot rod is to assume that her husband, boyfriend, or father built the car, either for her or himself, make no mistake, this is a hot rod built by a girl who did all the homework and knows the history as well as, if not better than, most of the younger guys in the scene today. She's paid her dues in blood, sweat, and tears, just like the rest of us, even more so in some cases. So if you see a black and blue '29 roadster chewing up your tail in the rearview mirror, do us all a favor and ease over into the right lane, as Kendra not only has a determined mind but a lead foot. And we won't even mention the Hemi-powered '34 Ford five-window drag car she's building because you guys would just get jealous. SR

The interior of the '29 is just as a hot rod need be: nice and simple.



Taillights are '49-51 Ford backup lights with red tinted lenses. The rear nerf bars are an influence brought over from dry lakes and drag cars, both of which Kendra has an affinity for.



Polished gennie E&J headlights and friction shocks maintain the traditional hot rod vibe while a dropped Super Bell axle adds a little bit of contemporary convenience that a new axle can provide.

FACTS & FIGURES

Kendra Fleharty
Valley Village, California
1929 Ford channeled roadster

CHASSIS

Frame / Manufacturer	1929 Ford
Wheelbase	104"
Modifications	boxed, rear z'd 7"
Rearend / Ratio	Currie 9" (Anaheim, CA) / 3.50:1
Rear suspension	Speedway Motors (Lincoln, NE) ladder bars, Model A transverse spring
Rear brakes	Ford drum
Front suspension	Super Bell (Peculiar, MO) dropped axle, split '40 Ford wishbones, transverse spring
Front brakes	M/T Car Products (Paradise, CA)
Steering box	Ford F-100
Front wheel make, size	Kelsey Hayes, 16x4"
Rear wheel make, size	Kelsey Hayes, 16x4"
Front tire make, size	Firestone ribber dirt track, 16-500
Rear tire make, size	Firestone Deluxe Champion, 750x16
Gas tank	spun aluminum 11-gallon

ENGINE

Make	1962 Cadillac
Displacement	401ci
Machining / Assembly	Fernando Alonso (Los Angeles, CA)
Camshaft	Isky Racing Cams (Gardena, CA)
Radiator	Mattson's (Stanton, CA)
Manifold / Induction	Edelbrock 4x2 / Stromberg 97s
Ignition / Wires	converted to electronic by Dave's small-body HEI's (Yerington, NV)
Headers	Jimmy White / Circle City Hot Rods (Orange, CA)

TRANSMISSION

Make	B&M GM TH350
Trans mods	Four C's (Santa Fe Springs, CA)
Driveshaft	Wenco (Van Nuys, CA)

BODY

Body style / Material	roadster / steel
Body manufacturer	Ford
Body mods	doors welded shut, door and trunk skins removed, channeled 4"
Grille	'32 Ford chopped from Vintique (Orange, CA)
Bodywork	owner
Paint type / Color	PPG / Black Rustoleum
Painter	owner
Headlights / Taillights	E&J / '49-51 Ford backup lights

INTERIOR

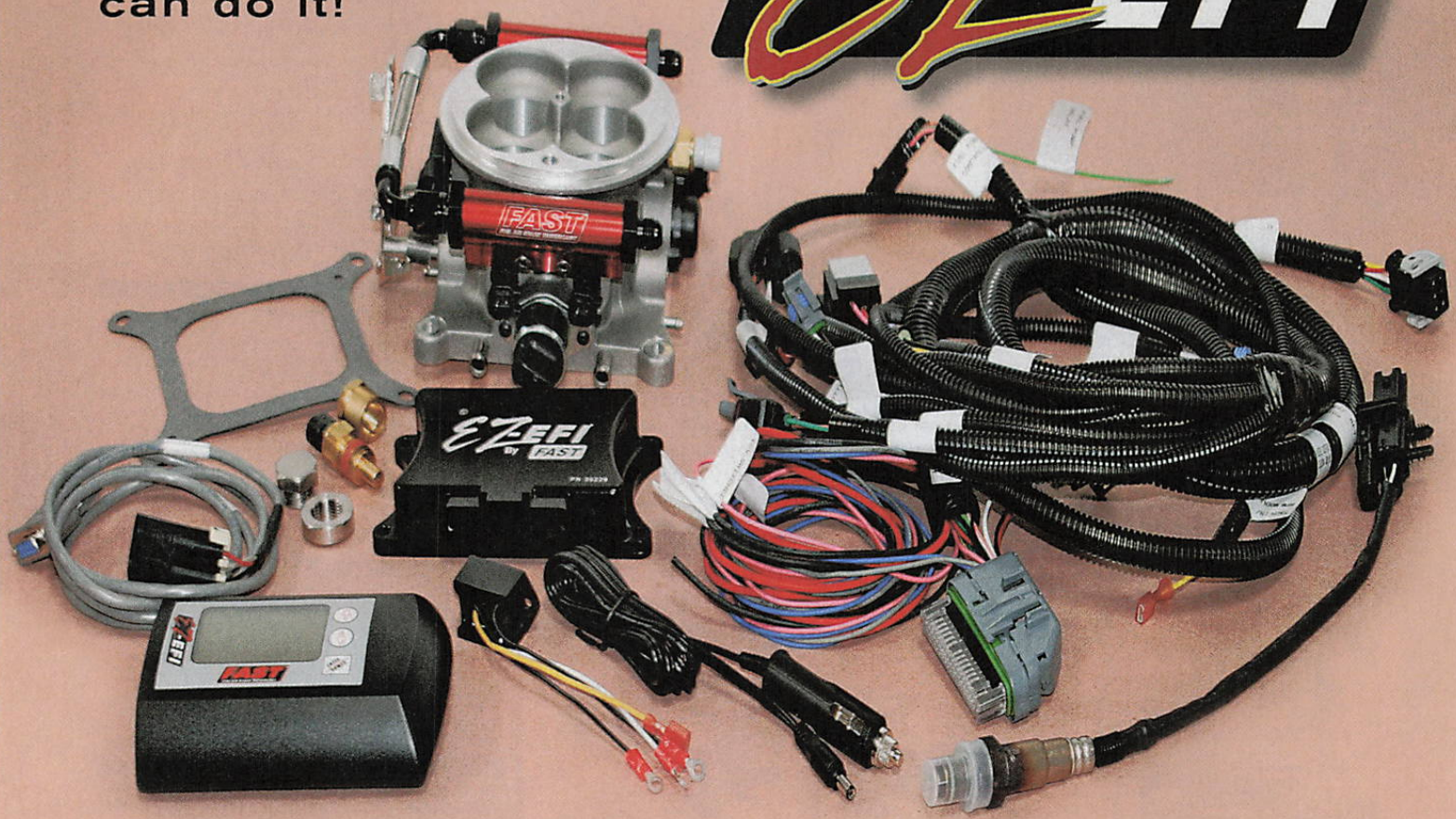
Dashboard	Auburn
Insert / Gauges	Auburn / Stewart-Warner Blue Line
Steering wheel	Flat Four banjo wheel
Steering column	Ford F-100
Upholsterer	owner
Material / Color	vinyl / black
Carpet	black w/silver flake Trinidad

Here's the car as Kendra found it back in 2003. The doors had already been welded up and the skins removed. Check out the pushbar and number on the door, possibly hinting at the Ford's past life.

BY JIM RIZZO | jim.rizzo@sorc.com

EZ-EFI™

So easy, a carbman can do it!

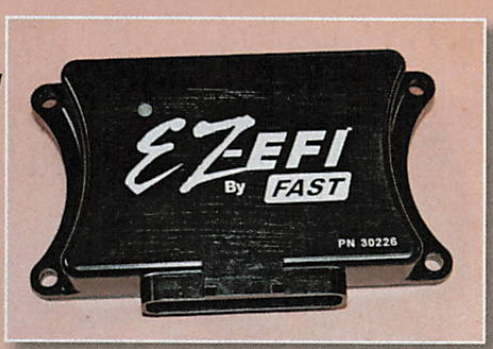


A couple of weeks or so ago I got an e-mail message from my boss, Brian Brennan, asking if I'd cover the installation of a fuel injection system the guys at Westech were getting ready to install. To say that I was enthused would have been a lie, as I've never understood much about computers and circuit boards and doubt I ever will. That kinda stuff is way over my head. Heck, anything controlled by a little plastic box with wires hangin' out of it is a mystery to me (to me a micro chip is something that belongs in a really small cookie). But, who am I to question the boss, so gritting my teeth I passed on my best "sure thing boss" smile, and told him I'd get right on it. Who knows, this new system was called EZ-EFI and maybe, just maybe, it really is easy.

Well, much to my surprise, Fuel Air Spark Technology's new EZ-EFI system turned out to be the first *truly* easy carburetion to fuel injection conversion I've ever seen. Now I'm not saying that I understand the technology that actually makes it work, but after watching it be installed, set up, and run, I'd honestly say that I'm really tempted to install and use the EZ-EFI system on one of my own hot rods. Coming from a technologically challenged dimwit like me, that's sayin' a lot.

Fuel Air Spark Technology has recently introduced this no fear, self-tuning, carburetor to fuel injection system called EZ-EFI. The most important feature about the system: it's a pretty much fool-proof conversion. In other words, even the most technologically challenged (like yours truly) now has the ability to take advantage of the performance, drivability, and fuel savings of injection! That's right, just like those commercials on TV say, "It's so easy even a carbman can do it!"

What really makes EZ-EFI so unique is all you need to do is swap your carb for the new throttle body, install some uncomplicated components, fire the car up, and answer a few easy questions using the system's Setup Wizard; no laptop tuning, the system does it itself! Lemme repeat myself—NO LAPTOP TUNING!



For the most part the basic EZ-EFI kit includes everything you'll need to get up and running in an afternoon: a throttle body, an ECU, a wiring harness (plug-n-play, by the way), a handheld interface, a few sensors, and an rpm module. What's not in the base kit (like an electric fuel pump and regulator, high-pressure fuel line, and fittings) is available in ancillary packages you can order along with the base kit. What you see here is the ECU which is the electronic control unit or the brain of the system.

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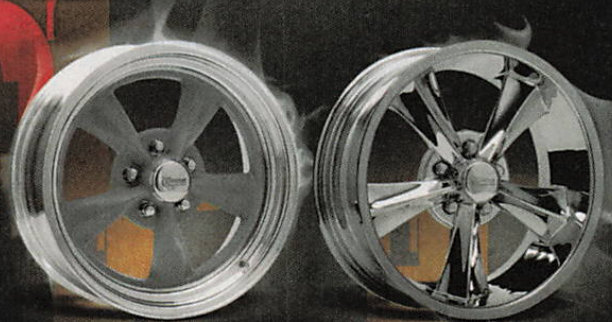

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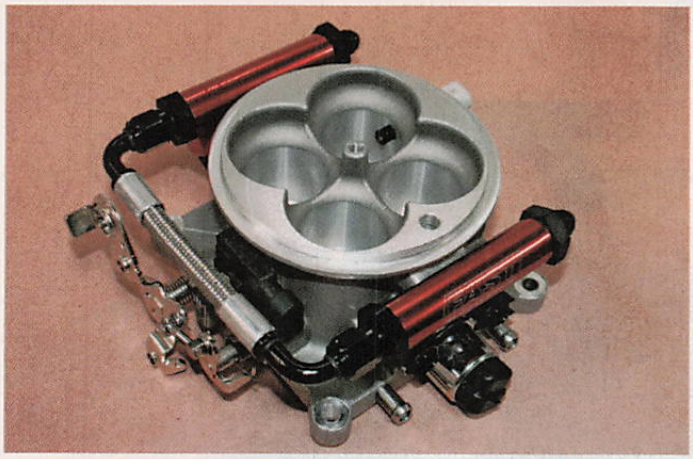
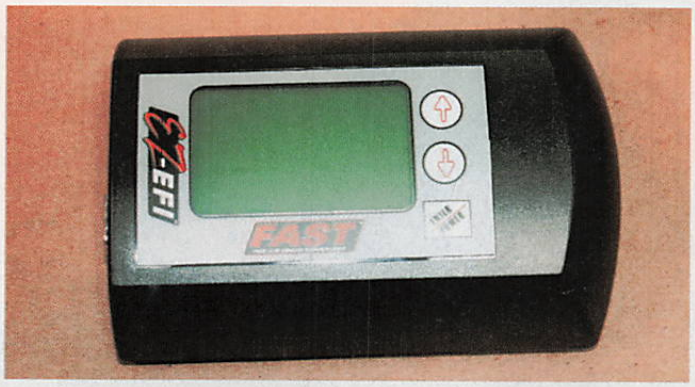


This is the FAST 4150-style throttle body that will replace your carb. It bolts to the intake just like your old four-barrel and even has identical linkage so there's no hassle there. Heck, you can even retain and use your old air cleaner too.

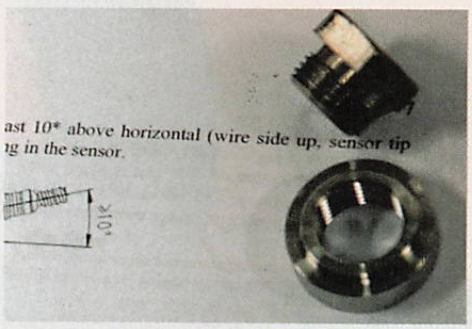


I can't stress enough there's no need for a laptop computer for tuning. This little doodad here is what they call the user interface, and it's loaded with some software that basically asks you a few easy to answer questions that set the system's baseline, and from there EZ-EFI just tunes itself as you drive.

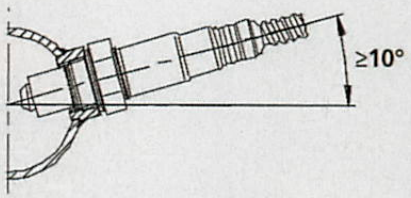
This is one of the ancillary accessory packages. It's the electric fuel pump kit, complete with a pump, pre-filter, regulator and gauge, mounting hardware, wiring, high-pressure hose, and fittings.

After years of being one of the leaders in aftermarket performance fuel injection systems, FAST's engineers have finally gotten around to designing a system for those of us who aren't computer geeks. This means there's no need to tune the system with a laptop computer or have

Another available option package is a high-pressure fuel line and fitting kit. This will give you what ya need to plumb in a fuel return line setup. I was at first concerned with the whole return line requirement, thinking that it'd be a hassle modifying the gas tank. Brian from FAST told me all one needs to do is run a return line back to a spot behind the fuel pump and add a T fitting in the line from the tank to the pump. As long as the returned fuel is behind the pump it'll just take that returned fuel and push it back up to the throttle body—no tank mods required!



The only setback in the whole installation that I could see the average home installer running into might be welding the O2 sensor bung into the exhaust pipe. The kit includes a bung assembly that has a thread-in plug that goes along with it. So, those that don't have a welder can swing by the local muffler shop and have them drill and install the bung. Once installed ya just thread the cap in for the drive home and then replace the cap with the sensor included in the kit.



Heck, they even supply a diagram showing the installation angle required for the O2 sensor too.

vast tuning knowledge. You simply hook up a few wires, answer the basic Set-Up Wizard questions on the included hand-held display, and the system really does tune itself. The FAST EZ-EFI Self Tuning Fuel Injection System is a totally complete system including the ECU, wide-band oxygen sensor, wiring harness, fuel injectors, fuel pump kit and other assorted components, including a new FAST 4150 throttle body. The 4150-style throttle body delivers the total package approach for anyone with an existing 4150-type intake manifold, meaning that all ya need to do is replace your carb with the new TB. The throttle body is complete too, including appropriate fuel injectors and fuel rails. In addition, it works with the original carb-style linkage and is

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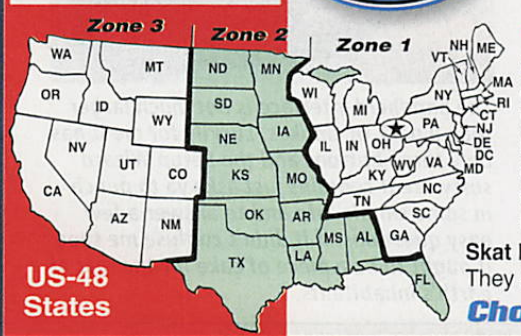

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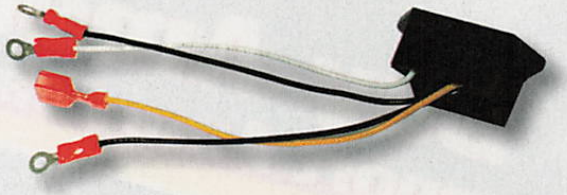
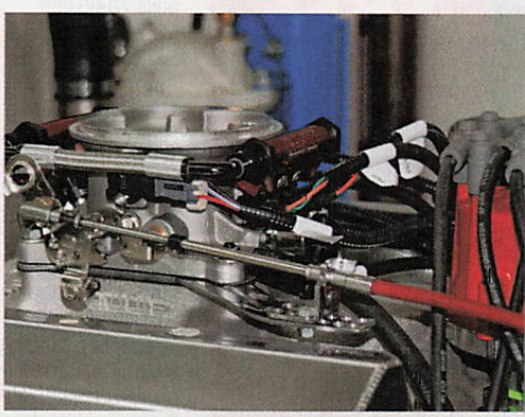
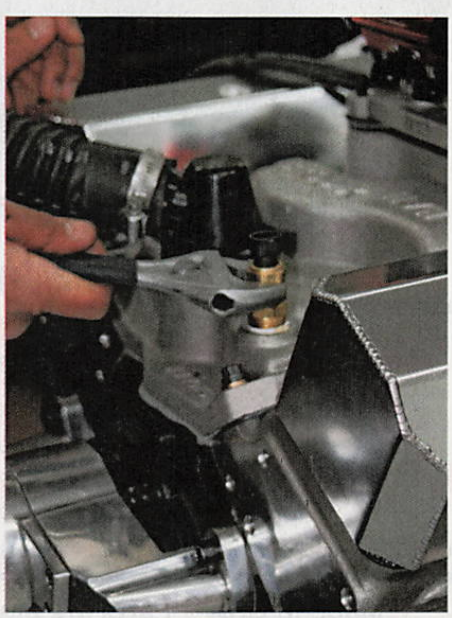


One thing the EZ-EFI system does require is an engine speed input, but that's not a problem either 'cuz there's two ways to accomplish this. First, if you're running an aftermarket CD ignition box all ya do is plug in the wire marked "TACH IN/RPM MODULE" from the EZ-EFI harness into the tach output of the CD box. If you're running traditional OEM style ignition there's a FAST rpm module (shown here) that connects to the negative side of the coil and outputs a signal to the ECU. NOTE: HEI distributors (and possibly others) do have a terminal labeled "TACH." But, that's not a clean, processed tach signal like an aftermarket ignition box would supply. Instead, it's simply another terminal connected to the negative side of the coil. Do NOT connect that terminal directly to the "TACH IN/RPM MODULE" wire in the wiring harness. The ECU may be damaged. In a case like that, Option 2, using the RPM module, is required since what you are really doing is connecting to the negative side of a dwell-controlled coil.

Now the guys at Westech tag-teamed this install and start to finish had the system installed and ready to fire in about 20 minutes or so. But, as you can see, that was with three guys and an engine on a dyno stand. That said, I'd guess that even a carbman like me working under the hood in my own garage could do the job and have the car up and running in a weekend, without a problem.



As I said earlier, the basic kit includes the sensors (like the O2 sensor I mentioned and the temp sensor shown here) but nothin' exotic or complicated.



Another thing I like about the EZ-EFI system is the 4150-style throttle body, it's got an unassuming carburetor look that'd even be pretty much at home in a moderately traditional style engine, especially when paired with a carb-style standard air filter assembly. The wiring harness isn't outlandishly large or complicated either. The few hookups are plainly labeled and the ends terminate in OEM-style weather-tight plugs.

The handheld interface is not much larger than a pack of smokes. Luckily for me it has only three buttons and the Setup Wizard software it contains just asks ya to punch in some simple info and to answer a few easy questions. If it didn't confuse me then it ought to be a piece of cake for the rest of earth's inhabitants.

ready to accept all OEM sensors. The EZ-EFI system is a well-engineered, high-performance product that's a true plug-n-play system (no, really, take my word for it) that'll work with FAST XFI engine controllers and other major systems too.

Believe me, the EZ-EFI from FAST is the first and only system that I've ever seen that I can honestly say that I'm totally comfortable with. In fact, I'm seriously contemplating installing the system on my wife's '27 T, and if I do I'll make sure I show ya a step-by-step install to prove to ya just how easy the EZ system is. SR

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Since this installation took place in the dyno lab rather than the driveway the guys just had me follow the prompts on the interface and we fired the engine up. They ran the test in break-in mode allowing the engine to come up to temp and then run through some various rpm ranges. As the engine ran the ECU monitored the input from the sensors and in a minute or two began to self tune. After a little while it was all memorized and the engine ran like a clock through many a pull, and started almost instantly at the touch of the ignition.
Like I've said, until now I'd have never thought I'd entertain the thought of equipping any of my hot rods with EFI, but now I'm not so sure. After watching (and being involved in) this demo I'm seriously thinking of going the injection route in the near future. Hey, the good drivability, performance, and better gas mileage fuel injection offers was always something I'd wanted in a hot rod.

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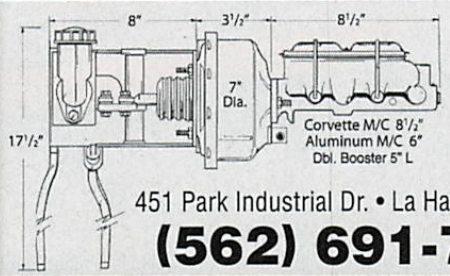

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Let's Be Frank

Not all dreams come true the way we expect them. Sometimes they're even better.

BY CHRIS SHELTON

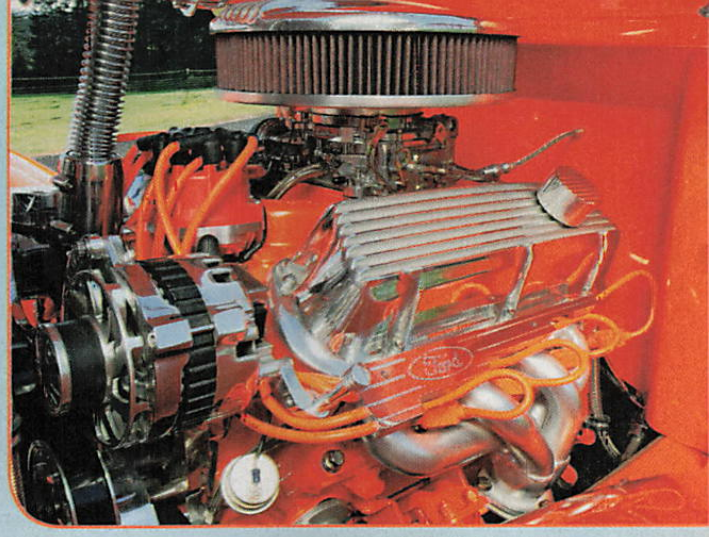
It's been said, "The best laid plans of mice and men go often awry." It's an idiom that illustrates the futility of making detailed plans when the outcome is uncertain, and it should be painted across the threshold of every workshop across America. After all, very few cars that enter a garage emerge the way their aspiring builders first imagined them. In fact, some just leave as parts.

But every so often rank amateurs exceed their wildest dreams. To call Mike Frank an amateur doesn't exactly do him justice; he *did* build a Cobra replica that's so faithful to an original that you have to feel under the fenders to know it's an imposter. But a kit implies a certain level of certainty: If you build it by the book, it'll come out all right. Building a car from scratch is another story; rather than an instruction manual or a box top for reference, you get a succession of potential pitfalls to avoid.

What's more, his '31 Ford Tudor isn't entirely *his*; he and his two sons, Brian and Jason, collaborated on it. Machining and upholstery withstanding, the three did every bit of work themselves or with the help of other amateur hobbyists. Factor the uncertainty that lurks under the paint of an old car, the personalities of three grown men, and the opportunity to spend into a second mortgage, and it's a wonder the project didn't culminate with a mushroom cloud.

They found the car at Portland's Memory Lane Motors. Rust-free, original paint, wearing most of its mohair gut, and driving around on a set of '35 wires, it was a prime candidate for a drivetrain and stance update. In fact, the original plans called for something along those lines. "We started thinking we would make a few modifications to the body, bolt it to an aftermarket frame, and be done," Mike revealed. Then they rented a welder, listened to some friends, and took their first whack at car building by replacing the stock firewall with a recessed Bitchin' Products panel.

The rented welder did more than help install the new firewall; it lit a fire of sorts. "With strong hints from my two boys, my supporting wife bought me a small Lincoln welder for my birthday. Now we



Adhering to an all-Ford edict, the Franks chose a 302/C4/9-inch drivetrain. The engine wears a Billet Specialties Tru Trac, a Weiand manifold with an AFB-style Edelbrock, and Sanderson headers. The hood hinge system came from Dan Fink Metalworks.

The only things the Franks outsourced were the engine machine work and the interior. For the latter they commissioned Jim's Upholstery in Longview to trim the Subaru WRX buckets and Glide rear bench. It's all leather, and due to the rather conservative design it was incredibly affordable.

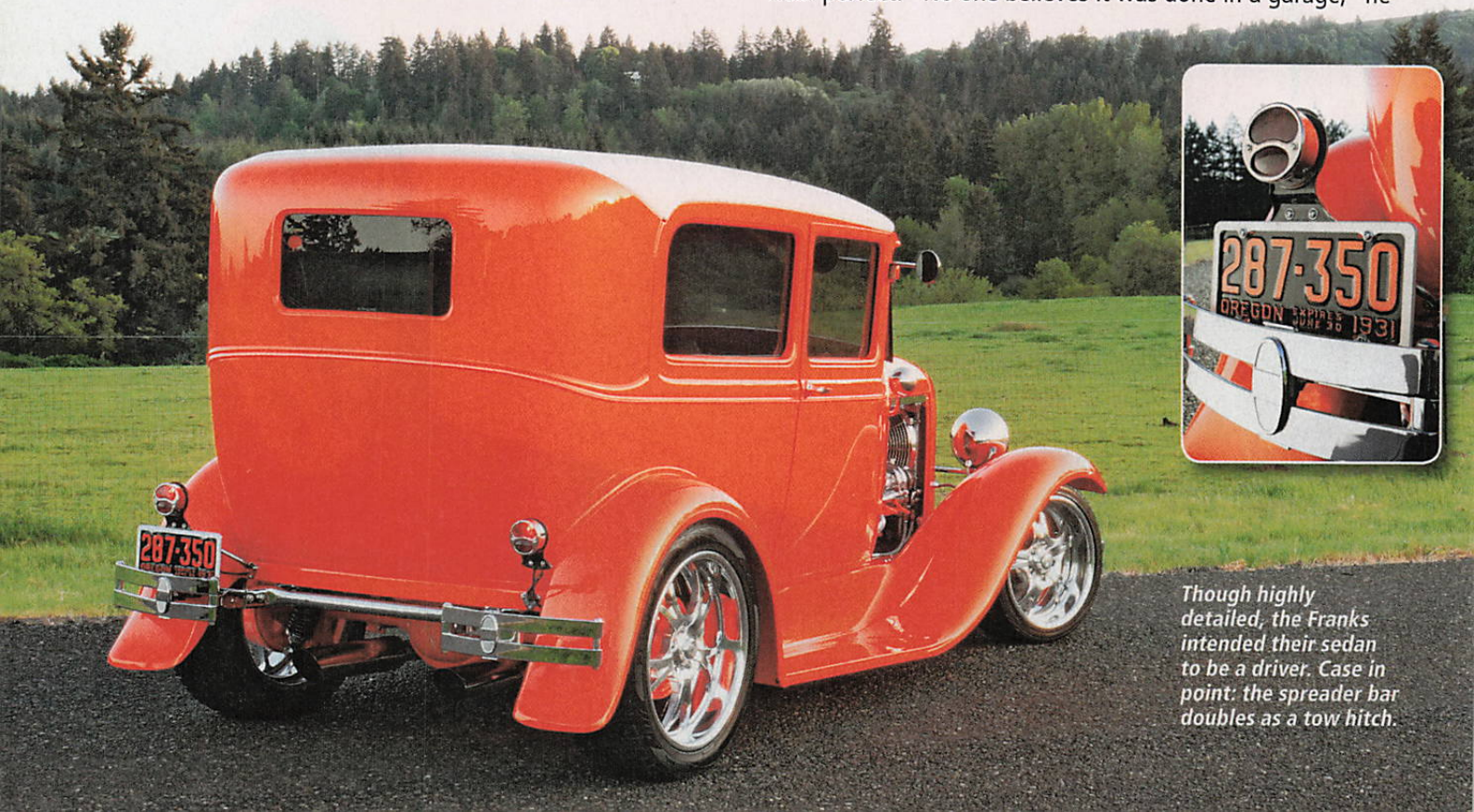
The Franks replaced the cowl tank with a Brookville Roadster Deuce-style dash. In it is a Billet Specialties panel with Auto Meter Street Rod Arctic White gauges. The handcrafted sub-dash bears the Vintage Air control panel and Billet Specialties vents.

were in for some serious modifications." So much for those best-laid plans.

Bolstered by their success, "We decided to weld up the rear body seams, sun visor and the cowl. As our welding skills improved we tubbed the rear inner fenders and welded the fenders to the body." Their confidence grew with each completed task. In fact, it wasn't long before they took on a chore that not many professional builders willingly tackle: They married the smooth running boards to the splash aprons and front fenders.

"Once all the fabrication was done we took it to a friend's garage to help us modify the rear bumper and fabricate a rear hitch receiver. He taught us a few more things about fabrication. Thanks, Larry, for all of your help.

"Next step was off to another friend's (Mark Comella's) for some lessons on body and paint," Mike reflected. "Mark and I spent countless hours doing the body work. One of my boys headed off to college in Spokane so I was sending him weekly pictures of the progress that Mark and I were making. Thanks to Mark and his countless hours and skill we have a paint job that is unsurpassed by even some of the industry's best." And, for the record, Mike earned the right to brag; the finish is House of Kolor's Tangelo Pearl, a multi-coat job that causes even seasoned veterans to fret, and it's near perfect. "No one believes it was done in a garage," he



Though highly detailed, the Franks intended their sedan to be a driver. Case in point: the spreader bar doubles as a tow hitch.

Billet Specialties whittles these SLX95 wheels. The ones on this car measure 17x8, and by virtue of mini-tubs, 20x10. They wear Toyo Proxes ZR-rated hides.

Without a doubt the most ambitious thing about the Franks' sedan are the fenders. They welded the fronts to the splash aprons and smoothed running boards and the rear to the body.

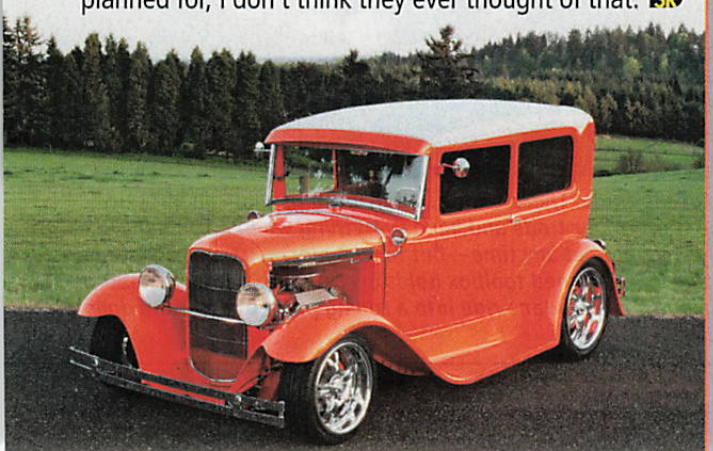
said, as he leafed through photos of freshly painted parts in a foggy impromptu spray booth made from an ordinary home garage and lots of plastic sheeting.

"The summer of 2007 we took the car to a few cruise-ins and did well in the under construction category," Mike recalled. "The following winter we took the car to Jim's Upholstery in Longview Washington for the interior. We stayed fairly conservative but made a few trick highlights with ostrich leather inserts and some embroidery on the back seats.

"Our final goal was to enter the car in the Portland Roadster Show once it was completed," Mike noted. "We made it to the 52nd annual show and took first place in our category."

Which brings up another idiom: Be careful what you wish for. "I have to admit I'm a little bit scared of it," Mike noted as he pushed his fingertip over a smudge of dried-up wax on the visor. "I'm afraid I'm going to screw it up!"

Of all the things Mike, Brian, and Jason Frank planned for, I don't think they ever thought of that. SR



FACTS & FIGURES

Mike, Brian, and Jason Frank

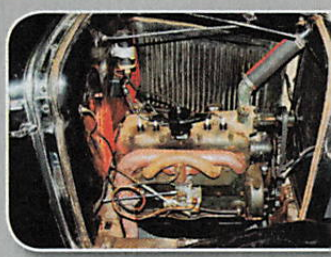
Sherwood, Oregon

1931 Ford Tudor sedan

CHASSIS

Frame / Manufacturer	Model A style / Total Cost Involved Inc. (Ontario, CA)
Wheelbase	103"
Chassis plumbing	Stainless steel
Rearend / Ratio	Ford 9" / 3:1 with Ford Trac-Loc limited-slip differential
Rear suspension	Total Cost Involved four-link with coilovers
Rear brakes	Ford 11" drum
Front suspension	Total Cost Involved A-arm
Front brakes	Ford 11" rotors, GM mid-size calipers
Master cylinder	Ford-style dual-reservoir
Steering box	Dodge Omni-style rack-and-pinion
Front wheel make, size	SLX95 by Billet Specialties (La Grange, IL), 17x8
Rear wheel make, size	Billet Specialties SLX95, 20x10
Front tire make, size	Toyo Proxes 205/40ZR-17
Rear tire make, size	Toyo Proxes 255/45ZR-20
Gas tank	Poly saddle tanks by Tanks Inc. (Clearwater, MN)

ENGINE



Make	Ford 302
Machining / Assembly	Grays Machine Shop (Tigard, OR)
Pistons	hypereutectic-cast by Federal Mogul/Speed-Pro (Southfield, MI)
Camshaft	Performer-Plus 2122 flat-tappet hydraulic by Edelbrock (Torrance, CA)
Water pump	Edelbrock Aluminum
Cooling fan	SPAL 16" electric
Radiator	Aluminum by Mac's Radiator Repair Inc. (Portland, OR)
Alternator	100-amp GM-style
Heads	Ford cast iron
Rockers	Roller-style by Crane Cams (Daytona Beach, FL)
Valve covers	Moon Equipment (Santa Fe Springs, CA)
Manifold / Induction	Action Plus by Weiand (Bowling Green, KY) / by Edelbrock 1406 600cfm
Ignition / Wires	Pro Billet distributor and 6AL ignition box by MSD Ignition (El Paso, TX) / Taylor Wire Products (Grandview, MO)
Headers	FF4 1 1/2" block-huggers by Sanderson Headers (S. San Francisco, CA)
Exhaust / Mufflers	2" steel / 40-series by Flowmaster (Santa Rosa, CA); ceramic coated
Other engine facts	Moon air filter housing w/element by K&N (Riverside, CA); Billet Specialties Tru Trac serpentine accessory drive system
Transmission	Ford C4 automatic

BODY

Body style / Material	Tudor sedan / steel
Body manufacturer	Ford Motor Company
Body mods	Seams welded; rear fenders welded to body; smooth running boards welded to front fenders and splash aprons; mini-tubbed rear wells; recessed firewall by Bitchin' Products (Prescott, AZ)
Hood	Rootlieb (Turlock, CA) w/hinge from Dan Fink Metalworks (Huntington Beach, CA)
Grille	'32 Ford by Brookville Roadster (Brookville, OH); stainless insert by Obsolete and Classic Auto Parts (Oklahoma City, OK)
Bodywork	Owners and Mark Comella (Sherwood, OR)
Paint type / Color	Tangelo Pearl by House of Kolor (Picayune, MI)
Painter	Owners and Mark Comella
Other body items	Plating by Oregon Plating (Portland, OR)

INTERIOR

Dashboard	'32 closed-car style
Insert / Gauges	Billet Specialties Trim Style 6-gauge / Arctic White Street Rod by Auto Meter (Sycamore, IL)
Air conditioning	Compac by Vintage Air (Ft. Worth, TX) w/Billet Specialties vents
Wiring	Painless Performance (Ft. Worth, TX); installed by owner, help Jim at SO-CAL Speed Shop Northwest (Tualatin, OR)
Steering wheel	Billet Specialties Street Star
Steering column	ididit Inc. (Tecumseh, MI)
Shifter	Chrome tilt by Lokar Performance Products (Knoxville, TN)
Seats	Subaru WRX front seats; rear Glide Engineering (Cucamonga, CA)
Upholsterer	Jim's Upholstery (Longview, WA)
Material / Color	Leather / tan
Carpet	Nylon cut-pile

The crew that made the sedan possible are, clockwise from upper right, Jason Frank, Mike Frank, Mark Comella, Steve Klepinger, and Brian Frank. The car's initial lack of interior apparently didn't prevent it from winning cruise-ins from day one.

BY JIM RIZZO | jim.rizzo@sorc.com

HOT LICKS

The art of pinstriping and lettering: Part 1

It's pretty common for us enthusiasts to assume that the art of pinstriping is contained solely in the realm of the hot rod world. Heck, I'll bet I wouldn't be far off the mark in guessing Von Dutch was the first thing that popped into many of your minds at the mere mention of the term. Well, as much as pinstriping and hot rodding are synonymous, they're really not. In fact, believe it or not, pinstriping as an art form actually dates back to the days of the chariot—though when you think about it I guess it could be said the chariot very well could have been civilization's first hot rod—heavy stuff, huh? Freehand-painted stripes and designs have appeared on almost everything imaginable over the years. Signs, pianos, furniture, wagons, stage coaches, railroad engines, and railroad cars are just a smattering of examples and a complete list would likely be near endless. Though pinstriping found its way into the realm of cars and trucks early on, Henry Ford was a proponent, too, and countless Model As were treated to striping at the factory. I even heard these early stripers (or "liners" as they were called at the time) were paid a buck more a day than the average assembly line worker.

During the '50s and '60s, interest in the art of automotive pinstriping became extremely popular among enthusiasts who wanted to individualize or set apart their hot rods from others. It's said to have gained its initial popularity in California with a quite diverse selection of artists plying their craft on all manner of hot rods and show cars. Over time each artist developed their own unique style and with that a loyal following that shaped reputations and

Tools of the trade. There's not a whole lot of us that can pack up all the tools of our trade and have everything we need on hand nearly anywhere at any time—but for the most part a pinstriper can. One well-adorned toolbox holds everything Styles will need to transform a plain Jane ride into a rolling piece of art—and does so daily.

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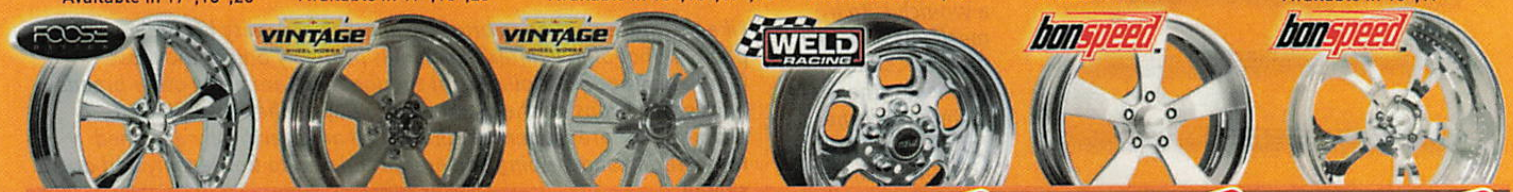
Available in 15",17"



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created a plethora of interesting stories and entertaining lore. As time passed and pinstriping grew in popularity, the art form spread from a more or less regional phenomenon to a hot-rod hallmark accepted across the country and the world. And, of course, as pinstriping's popularity grew, so did the number of artistically-inclined enthusiasts who began to lay lines on sheet metal.

I think it'd be pretty safe to say that most rodders have owned cars, trucks, and perhaps motorcycles that have been graced with a helping of pinstriping or lettering at one time or another. And it is just as likely that we've developed a preference for a particular style of adornment and/or a particular artist's work. I know that in my particular case I enlisted the talents of a local New England striper, a gent named Fred Luck, to stripe my first hot rod, and ended up using him exclusively for years after that. Since those days I've used the services of many different pinstripers and still find the process both entertaining and fascinating to watch.

I recently had the good fortune to be introduced to a prominent member of the SoCal pinstriping fraternity during one of our many working lunches here at the *STREET RODDER* world headquarters (working lunch means our leader Brian Brennan picked up the tab, by the way). Brian has known Jeff "Styles" Overman for years and thought I'd enjoy the chance to meet him and talk striping. Well, Brian was correct and I really did enjoy myself. Jeff ended up being as friendly and informative as he is talented and, by the end of our lunch. "Styles" and I had made plans to meet at our Tech Center so I could watch as he laid a few lines on one of our project cars, and perhaps get a few pointers in the art while he was at it.

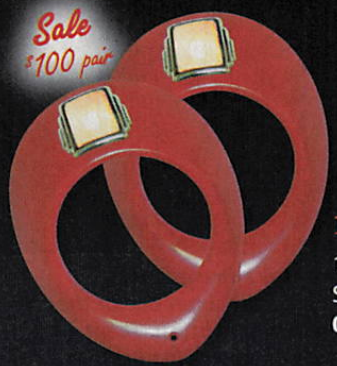
The brush is to the pinstriper as a wrench is to a mechanic and, like different sizes of wrenches, there are different brushes for different situations. These here are a small selection of Steve Kafka brushes—each one designed to perform a specific task.

Though Styles uses a vast selection of different styles and makes of brushes, he also has his own designs he both uses and markets. These are a couple of Stubby Styles Friki-Tiki's; note the short sculpted handles – ideal for a good grip and easy rotation.

Like the aforementioned brushes, another necessity is striping paint. 1 Shot Sign Painter's Enamel is probably one of the most familiar names in striping paint though there are many other brands and formulations on the market these days. Whether oil-based enamels or more modern urethanes, all are specifically designed for lettering and striping and are formulated to flow evenly and dry slowly.

Pinstriping is an art form that's been around for a heck of a lot longer than hot rods. Its roots go back eons, from early man's face painting techniques to cave paintings to chariots and beyond. Here are a couple of images of early pinstriping subjects—a sleigh and a small locomotive. Sorry, couldn't find any chariot images, so you'll just have to take my word for it I guess.

Light up the night.



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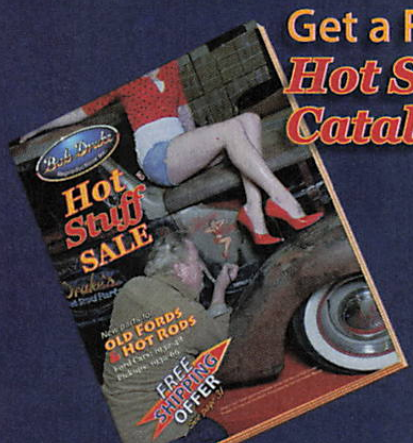

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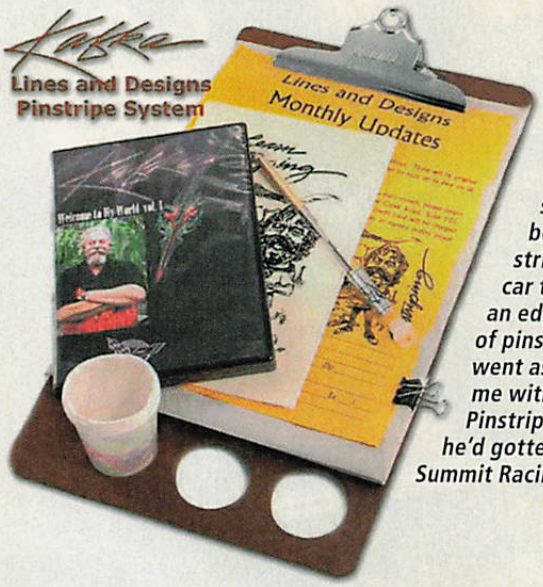
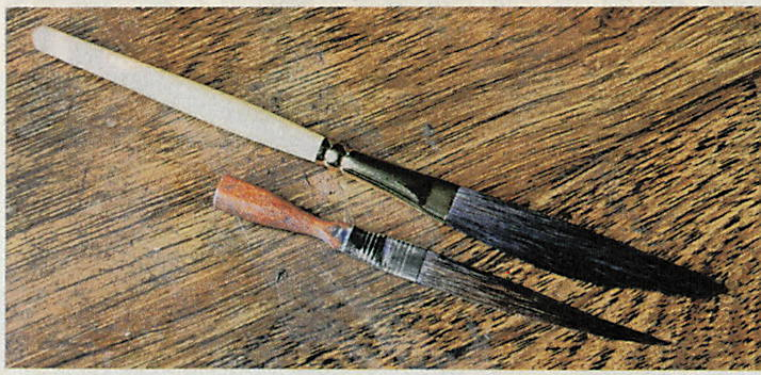
When I arrived a few days later I was pleasantly surprised to find that Styles was as excited at the prospect of teaching me a bit about striping as I was of having the chance at a bit of tutelage. In fact, Jeff had hit his Summit Racing catalog a few days beforehand and had ordered up a pinstriping teaching aid just for me! What he presented to me upon my arrival was the Kafka Pinstriping System (a great hands-on tutorial that includes everything a novice would need to be introduced to the art).

The following is some info and tips that Styles shared with me during the course of the afternoon. So follow along, it's pretty informative and great encouragement for those who may be inclined to give Pinstriping a try. We'll be back with a look at how to go about pinstriping a hot rod next month and then we'll follow up with a look at lettering and some faux patina striping, too. SR



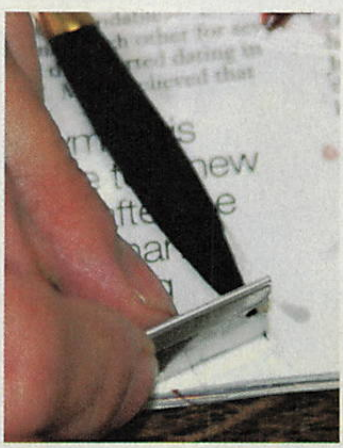
Styles was more than happy to spend some time before laying some stripes on our project car to give me a bit of an education in the art of pinstriping. In fact, he went as far as supplying me with a neat Kafka Pinstriping starter kit he'd gotten from our pals at Summit Racing Equipment!

The Kafka kit from Summit includes nearly everything a beginning pinstriper might need to begin to master the art. Styles told me that Steve Kafka assembled this easy-to-follow teaching system to help a beginner learn how to stripe at a pace that suits his or her needs. It contains a stack of 50 brush-on/wipe-off vinyl sheets, a reusable practice board, Steve's "Welcome to My World" DVD, 30 (8½-inch by 11-inch) patterns, a #3 Kafka Striping Brush, a pile of mixing sticks, cups, clip board, and enough 1-Shot Lettering enamel to either get the hang of striping or make a really big mess.



So, with everything laid out and me ready for a few pointers, Styles thought it best to start by telling me a bit about one of the most important parts of striping—the pinstriping brush. There are a lot of different types, styles, and brands of pinstriping brushes on the market from squirrel hair sword stripers to synthetic fiber lettering quills, and dozens in between. The pair shown here represent just a couple of these many sizes and styles, the top one being a Kafka Longliner series and beneath that a Mack sword which has been modified by shortening its handle. Styles prefers a shorter handle, as it affords him more control.

All new brushes are treated at the factory with a starch-like substance to hold the tuft of the brushes in shape during handling and shipping. This protectant must be removed and the tuft softened before use by cleaning the brush using mineral spirits.



Styles preps his brushes before use by trimming the tips and eliminating any stray hairs at the tip.

With a brush cleaned and ready for use it's time to get started. The first order of business is to "load" the brush—that is to saturate the tuft with paint. This is done by dipping it into the striping paint and then working the paint into the tuft by running it back and forth on a pallet (in this case the glossy pages of a magazine.

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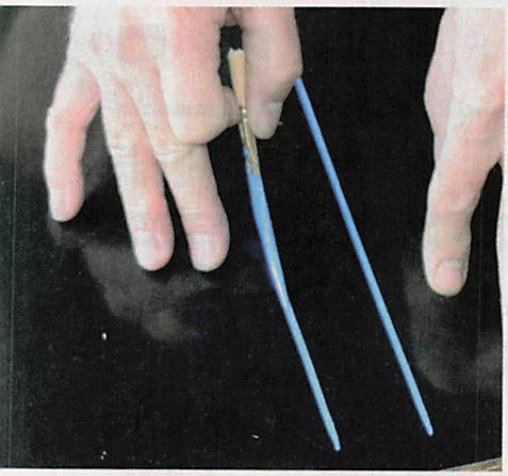
Once loaded you're ready to go. There are various ways to hold a brush (this is where either training from a pro like Styles or an informative DVD like the one from Steve Kafka comes in). Different grips are used for different lines—be they long straight ones or short curved ones, and everyone seems to develop a preferred style as time passes and experience is gained.



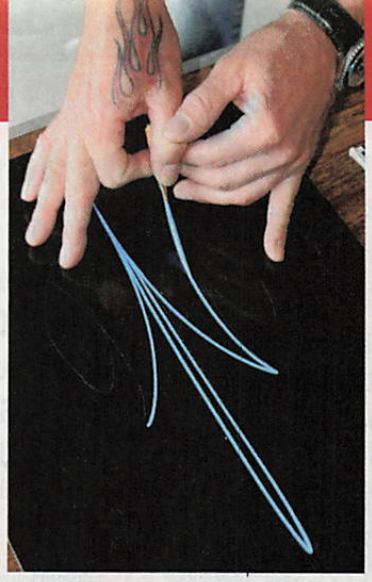
Before letting me loose with a brush and my new Kafka Striping Kit, Styles laid down a couple of lines as an example for me to try and follow. You'll notice his grip, holding the handle between his thumb and the side of his first finger. The shortened handle he prefers allows him to rotate the brush between his fingers without the handle shaft lying in the web between his thumb and finger.

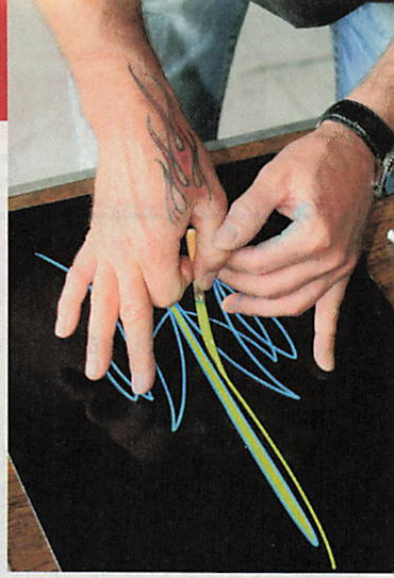
Next Styles set up the first of many practice sheets for me and let me try pulling a few lines myself. The idea is to use the template as a guide while pulling lines of equal thickness and lengths on the clear sheets laid over the template – easier said than done.

Father and son, Jeff and Logan, pinstriping

Jeff *"Styles"* began striping back in 1980 in Mesa, Arizona. He grew up watching his dad, Don, stripe and his curiosity got the best of him. So, his dad handed him a brush and some striping enamel and set him loose. From that day on Jeff began by striping his bicycle and anything else he could get his little 1 Shot-stained hands on.

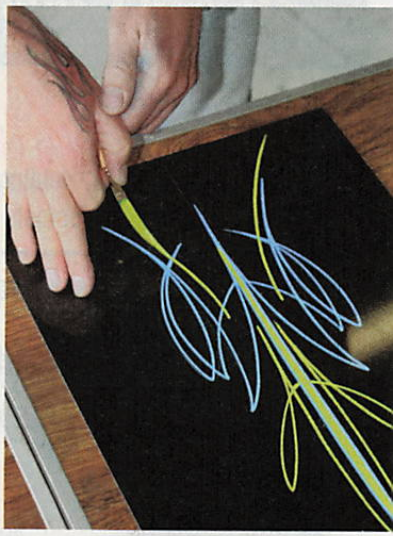
One day on his way home from school Jeff ran into the man who would become his mentor, Butch Tucker. Butch'r, as he's known, was and still is a master pinstriper and artist, learning the trade of pinstriping from the king of pinstriping himself, Kenneth *"Von Dutch"* Howard.





After practicing with the Kafka kit on my own for a while I was ready to watch Styles lay down a freehand design so I could just watch his technique. This is really something to see and watching a pro like Styles is a lesson in its own right, plus it's really good motivation to get back to work and practice, practice, practice.

Next month we'll be back with our second installment on striping, in which we'll watch Styles stripe our Speedway '32 roadster at the same time he walks us through his technique and shares some tips and tricks on the fine art of pinstriping, so stay tuned. In the meanwhile I'm gonna go home and practice.



Butch'r took Jeff under his wing, passing on his wealth of experience and from there Styles' passion for fine lines grew. Styles moved to Southern California a few years later and continued plying his trade and expanding his following by promoting his talent by pinstriping (for free) at local body shops and car dealerships. wThose businesses quickly realized how gifted Styles was and requested his pinstriping on a more regular (and paying) basis. Thus the life of Styles was born.

Although the simple straight line striping jobs were consistent, Styles knew the brush had endless possibilities. Picking up custom techniques from different local painters proved to be key in the next few years. Like most artists, Styles had an eye for one thing in particular and that was flames. His days of doodling flames on all his school books had paid off. He'd mastered the art of flames—clean, sharp, stretched out flames outlined with a contrasting pinstripe. People saw and appreciated his style and the word spread quickly in the hot rod world.

Like Styles' dad, Jeff is in the process of passing along his talents to his own son, Logan. At age 11, Logan is a quick study, too, and is already layin' lines and developing his own unique style—talk about passing the torch.

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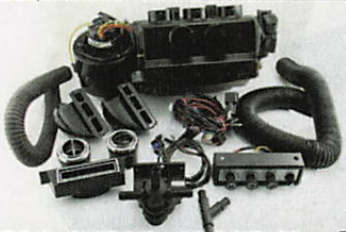

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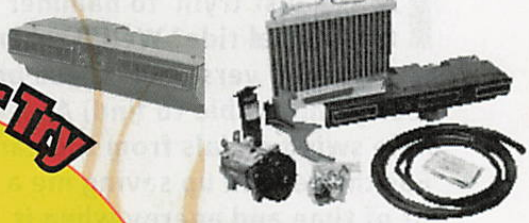

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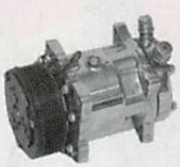

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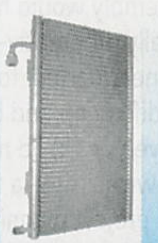

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BY JIM RIZZO | jim.rizzo@sorc.com

Swingin' Pedals

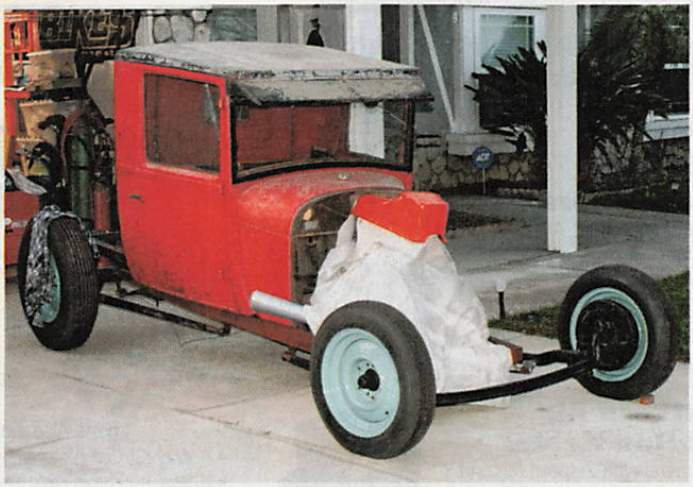
An easy-to-install option for that homebuilt hot rod

These cool swinging clutch and brake pedal setups manufactured and sold by Reno Rod & Custom are exact replicas of those legendary and extremely rare Ansen setups popular on hot rods and racecars back in the '60s. They're affordable, American-made, and come complete with a master cylinder assembly, mounting bracket, pedal arm and pushrod assemblies and early-style pedal pads.

Is space a premium in that hot rod of yours, or are ya just tryin' to hammer together a cool traditional ride? Well, I recently came across a brand new version of those popular (and nearly impossible to find) Ansen-style swing pedals from the early '60s that ended up saving me a lot of time and energy when it came to this particular aspect of my latest project.

We all know how difficult it is to stuff ten pounds of, well, stuff, in a five-pound bag —especially when shoehorning V-8s and manual trannys into tiny Ts and As. Reno Rod & Custom's combination brake and clutch master swinging pedal assemblies are not only an option that could save a bunch of aggravation in this regard but the setup looks as cool as it works, too. Best of all they're affordable, American-made, and come complete with a master cylinder assembly, mounting bracket, pedal arm assemblies, and early-style pedal pads as well.

It all started out one afternoon when Editor Brennan asked how my Model A pickup was progressing. Always needing to vent a bit I proceeded to tell him about the difficulty I was running into trying to shoehorn the OEM '48 Ford clutch and brake pedal assembly I had into the diminutive space between my T5 and the framerail of my A chassis. The '48 Ford assembly would have been perfect if only it was designed totally differently—meaning of course that it wasn't anywhere near perfect for my situation. In fact, given the amount of modification and bracketry required to make it fit (and maybe even work) I'd more than likely have an easier time building a new chassis—a typical situation in my usual style of pipedream project planning. As luck would have it, and as he often does, Brian again came to my immediate rescue. "Turn around and grab that box on the floor over



My latest homebuilt jalopy was the benefactor of one of these swingin' pedal setups and, I have to admit, it really helped to solve a bit of a quandary caused by a severe lack of space between the pickup's framerails and the Flathead/T5 combo shoehorned within.

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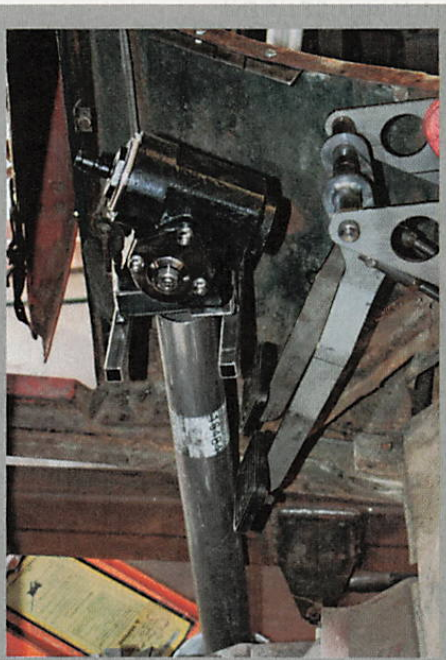
The design of the setup is simple and straightforward and so is its installation. That said, keep in mind who's doin' the install here. In this case I sorta dovetailed the pedal assembly install with that cool side-steer setup you may remember from last issue. Since both upgrades occupy nearly the same space under the cowl I went back and forth between the two chores in the early segments of the job. To make things a bit easier in this respect I started out by removing the cowl/fuel tank from the cab so I'd have easier access.

there—it might be the answer," he said. The box contained the aforementioned pedal assembly which Brian had recently photographed for a new product release for inclusion in an upcoming Window Shopper. "If ya think it'll do the trick, give Johnnie at Reno a call and tell him we're keepin'



Once the cowl was out of the way I began figuring out the best way to get both my new steering and pedal assembly situated. Would I be better off locating the box below and behind the pedal assembly, or above and in front? Correct positioning of the steering Pitman arm won out and below and behind ended up being the only way to go. That decided, I put aside the pedals for a little while and fabbed the steering box main bracket first—the pedal assembly installation would be carried out with this in mind. After the main portion of the box bracket was roughed out and temporarily installed I grabbed a couple of C-clamps and hung the pedal assembly from the lower half of the firewall, making sure there'd be ample clearance between the steering box and the pedal arms which straddled it.

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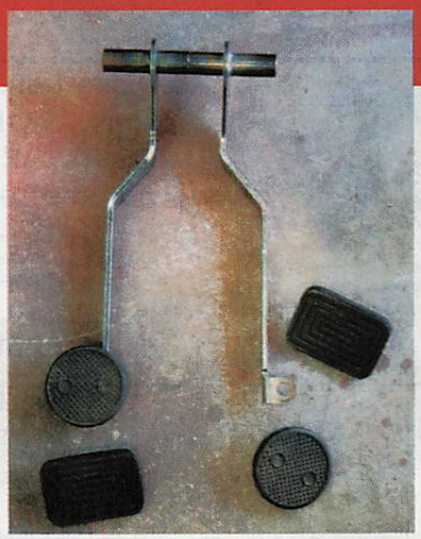
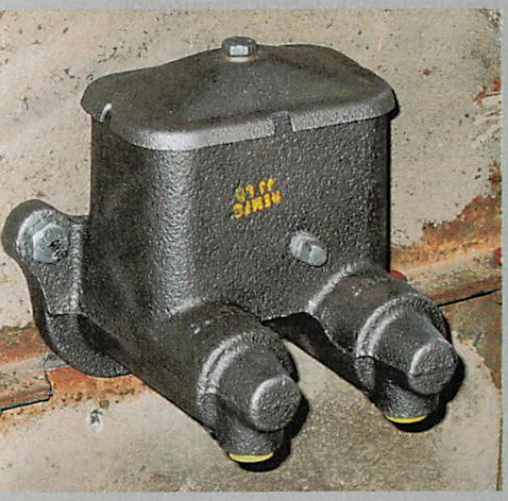
While the cowl was off the cab I took a few minutes and cut the fuel tank from underneath and then marked and drilled the first couple of pedal bracket mounting holes in the lower half of the firewall. I then slid in a couple of bolts and snugged it up.



Next, I grabbed the pedals and tweaked the bends a bit increasing the distance between the pedal arms just enough so there was adequate clearance so they didn't hit the steering box when depressed. While I was at it I swapped out the rectangular pedal pads for the round ones on the '48 Ford pedals I was originally planning to use.



The Reno Rod & Custom setup comes complete with an Early ('60-62) Chevy truck brake/clutch master (Wagner PN F87167). The matching clutch slave (Wagner part PN F124369) will be needed to hook up the clutch but they're available (usually special order) at your local parts store. They also include adjustable pushrods, clevis', and dust boots, too.

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it and doing an install story with it." Not being one to look a gift horse in the mouth, I grabbed the box, thanked him for his offer and headed back to my office and the phone. Well, Johnnie was as generous as I'd hoped and, within minutes, I was the proud recipient of a new brake and clutch pedal assembly.

The next morning I was out in the garage, pedal assembly in one hand and steering box in the other (by now you'll most likely have seen the recent side-steer install story I did that included a reference to this pedal assembly). Though the Reno Rod & Custom Ansen-style swinging pedal assembly installation is really a straight forward affair and by no means rocket science, every situation is different, especially when I'm involved. I had to start out by trying to figure out how to get a steering setup and the pedal assembly to occupy nearly the same space under the dash. After a couple of hours of head scratching and trial and error I finally settled on a plan of attack and got to work.

All's well that ends well and later that afternoon the pedals and master cylinder were in place and I was ready to move on to the step in completing yet another signature Rizzo homebuilt jalopy. So take a peek at the installation of a neat Reno Rod & Custom pedal assembly that just might speed you along to finishing up that hot rod project of your own. SR

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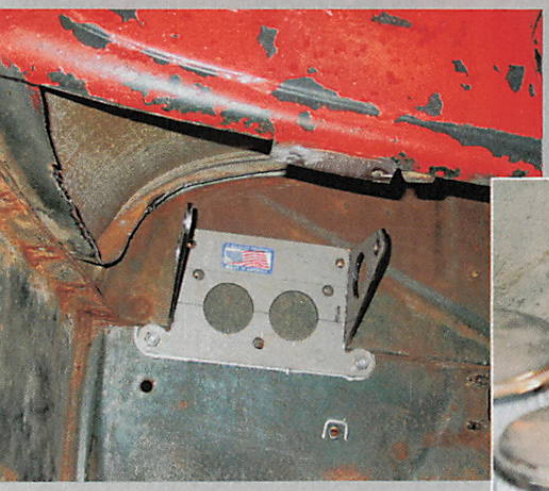
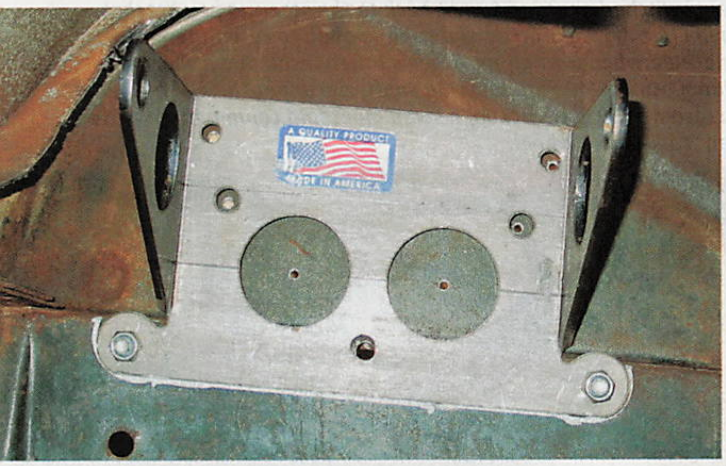
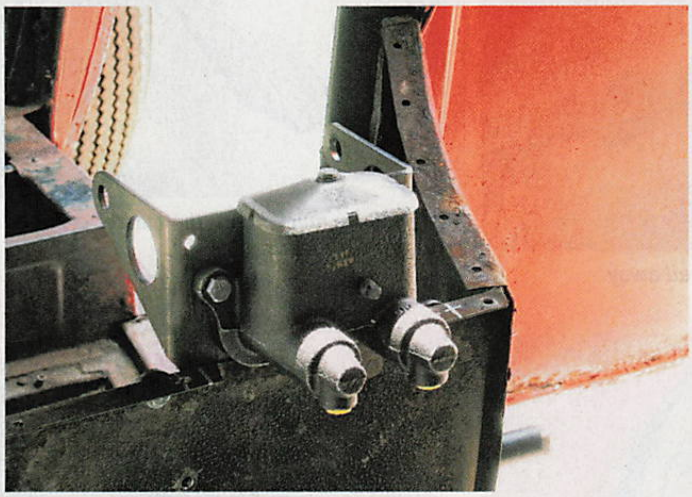


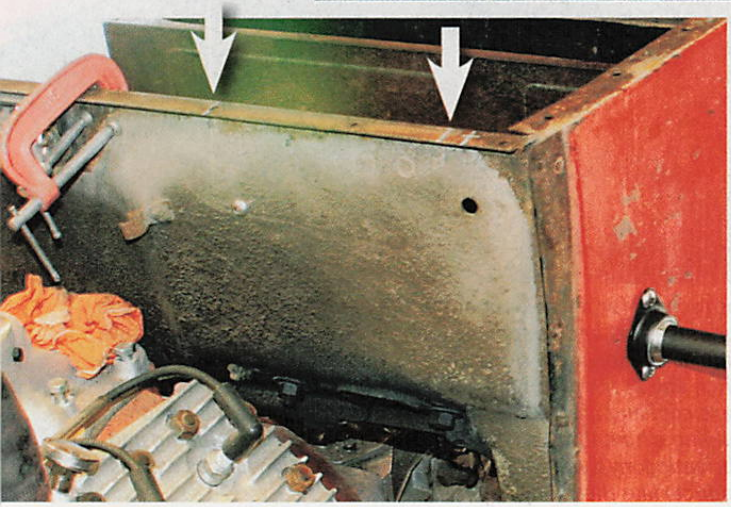
After I slid the cowl back in I marked and center-punched the balance of the bracket mounting holes. I then drilled a few small diameter starter holes in both the upper and lower sections of the firewall.



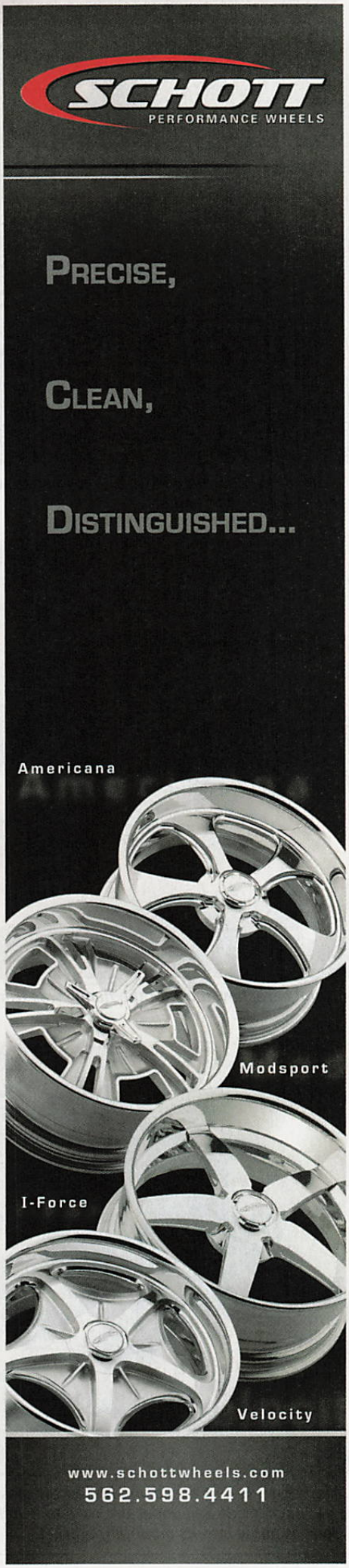
I was so intent on handling the mounting holes that I plum forgot the holes for the master and pushrods. It was back under the cowl to get those handled.



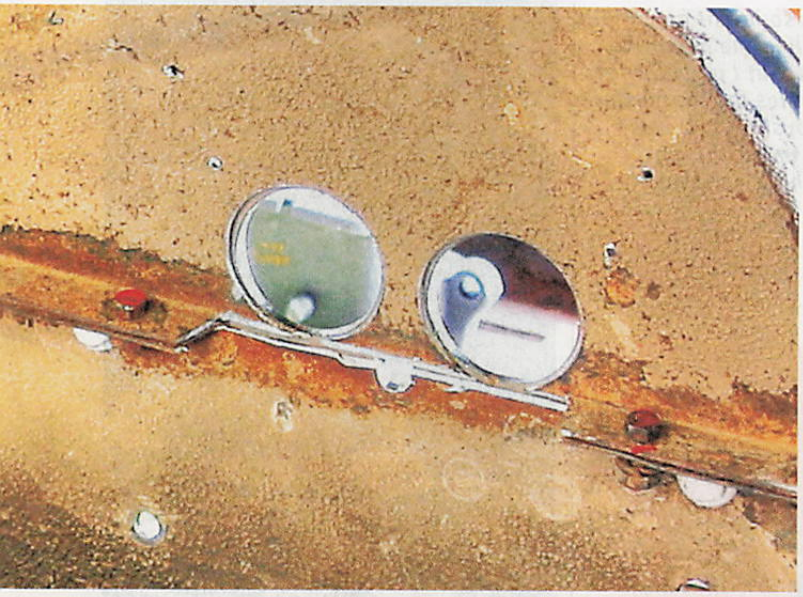
While the cowl was off (so I could use a hole saw for the larger holes) I figured it'd be smart just to double check the fit between the master and the bracket. It fit just fine.



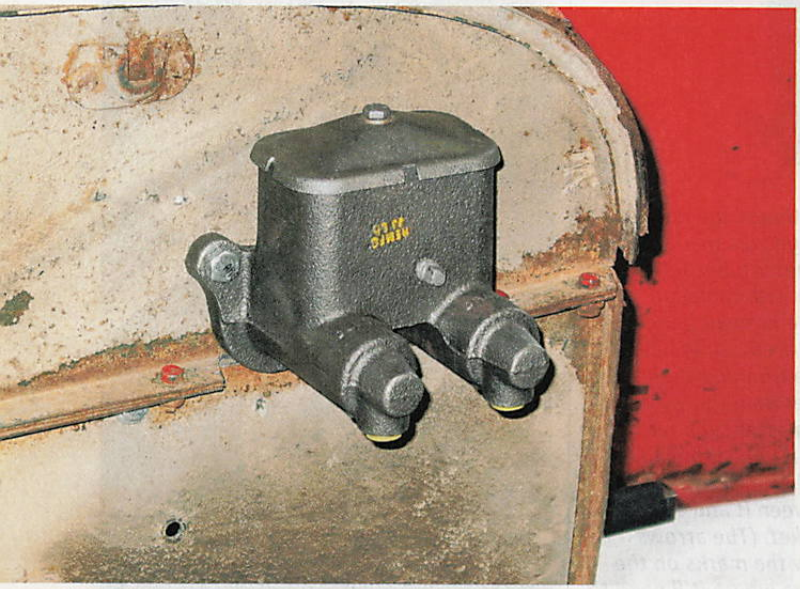
One thing I did notice though was the large diameter holes fell flush with the edge of the firewall flange. That area would have to be trimmed slightly larger than the width of the master cylinder so that it will sit flush and sandwich the firewall between it and the pedal bracket. (The arrows show the marks on the flange where it'll need to be trimmed.)



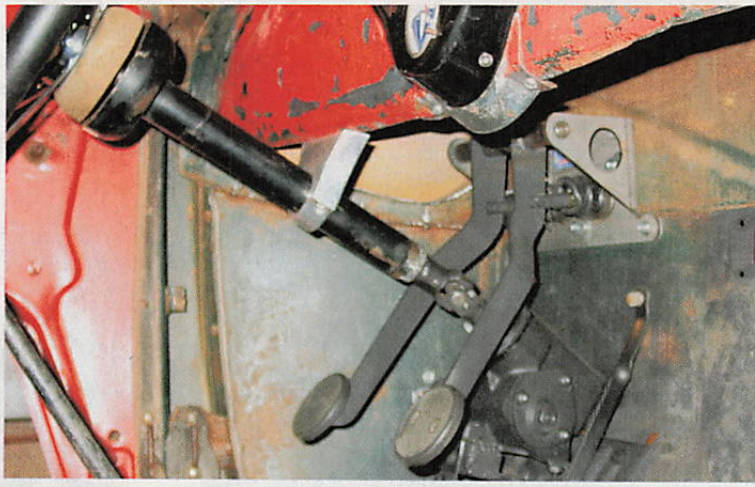
Here, with the cowl back in place, you can see just how close the holes are to the flange...



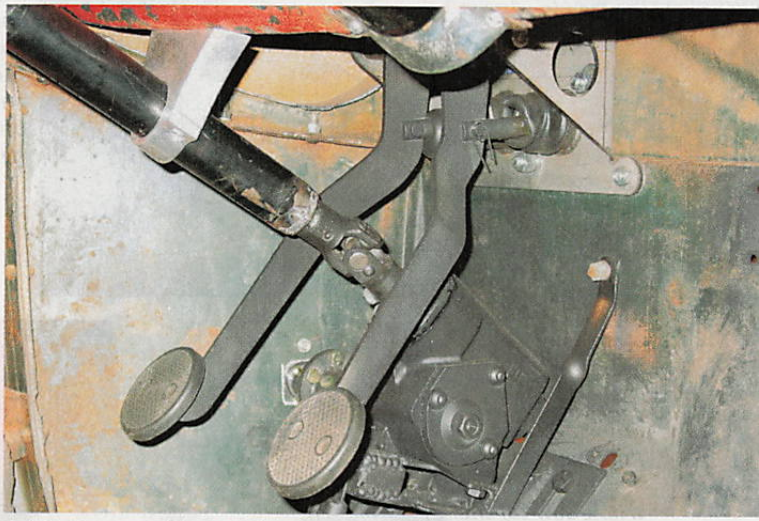
...and here, how much of the flange was trimmed away.



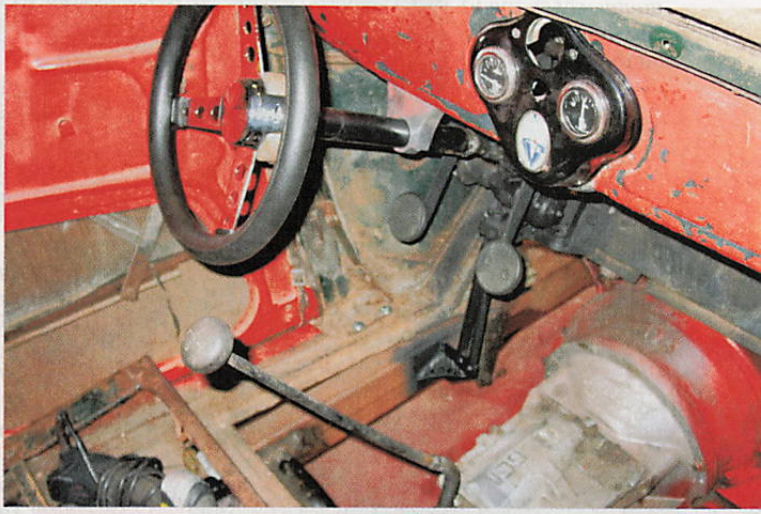
That done, I went ahead and bolted the master in place. Then it was back inside and under the cowl to install the pedal and push rod assembly into its mounting bracket.



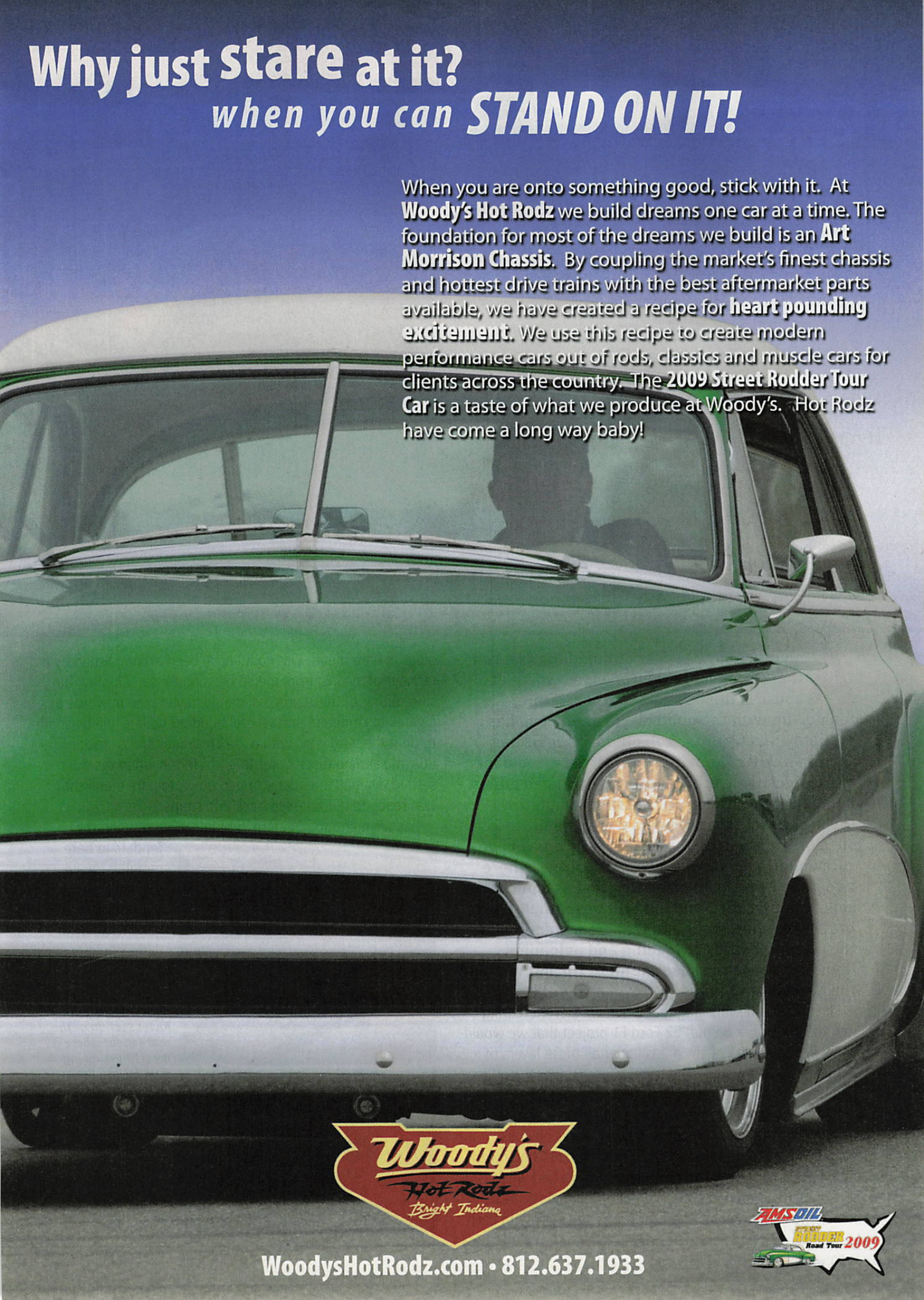
Once I got the pedals and pushrods installed into the bracket I again switched gears and went back to the steering box bracket. When I got that reinforced and solid enough to resist the torque generated when turning the wheels I then fashioned a shorty column using a '40 Ford steering shaft, the upper third of a column tube from a '60 Ford pickup, a swap meet find column drop, and a Grant four-spoke wheel.



Aside from mucking up the master cylinder dust boots, the install turned out just fine.



Not too bad for a weekend out in the garage. The setup seems to work just fine, and as soon as I run down and grab a clutch slave, some hard line, and a clutch disc I'll tackle the balance of the clutch and brake plumbing and assembly. Finding and installing these cool and affordable aftermarket gems is half the fun of building a homebrewed hot rod. The other half is designing and fabricating my own—that is when they actually work as well as products like these anyway.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BY RYAN MANSON | ryan.manson@sorc.com

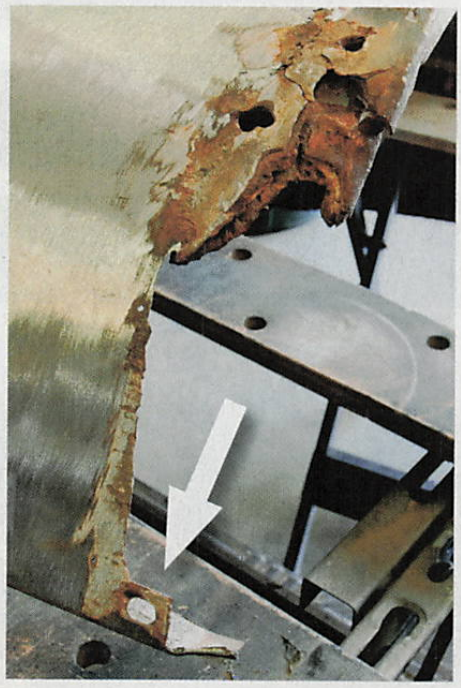
Rust Reincarnate

Replacing a rusted-out lower fender panel

An unfortunate aspect of building a hot rod that's seen more than 50 years worth of abuse is the fact that Mother Nature, teamed up with the good ol' common man, has probably taken quite a toll on the state of the sheetmetal. Fenders littered with fist-sized dents, extra holes, skewered sides, and damaged edges. Bumpers bent, broken, or missing completely. Given the fact these old cars weren't built to last 50 years, it's no surprise to see many areas have succumbed to rust, wear, and tear. Areas where two panels meet can often function as a pocket to collect debris, dirt, and mud that eventually rusts these areas out. Wear and tear from standing on the running boards or loading and unloading items can cause the sheetmetal to rip and tear and the hardware to fail.

It shouldn't be shocking that when we started tearing into the bodywork on our '52 Ford F1 project that we would come across some sketchy areas under all those layers of old paint and body filler. The front valence under the grille had been filled, deleting the front bumper, and there were already some areas on the fenders where the body filler had cracked and was chipping away, so it was obvious somebody had performed a bit of "aftermarket" body work in the not so distant past. The only choice we had when it came time to prepping the sheetmetal for paint was to knock the existing paint and filler down and start with each piece in bare metal. This could have been accomplished by a number of means, from media blasting to acid dipping, but since either of these process' would have taken upwards of a week to complete and several hundred dollars, we decided to do it the hard way, with a 7-inch sander and a stack of 80-grit sanding discs. Later that afternoon when the dust settled, we had a fender stripped down to bare metal that was ready to get finessed back into shape.

As we mentioned before, it didn't take stripping the fenders to bare metal to know we had a few issues that would need to be dealt with. When we



Here's the rotten lower section of the rear fender where it meets the running board. Note the mounting hole at the lower left. We're going to save that area of the fender so when the time comes to drill the other holes, we have something to base the relationship of the two off of.

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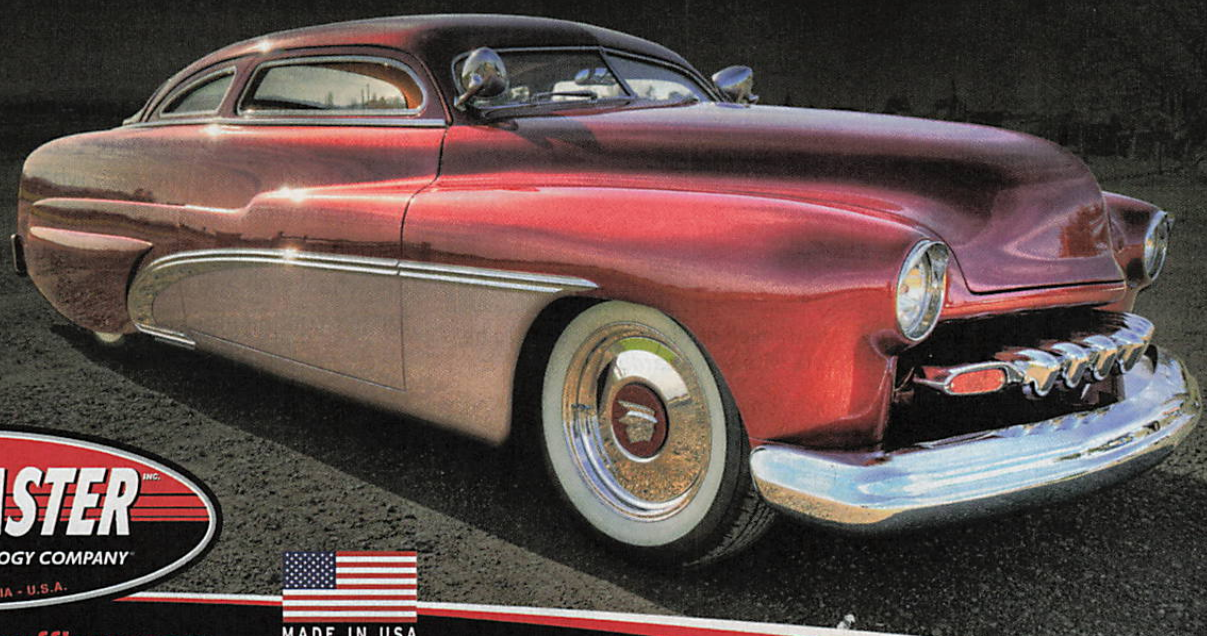

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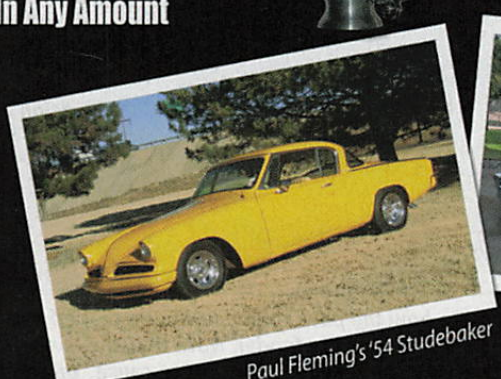
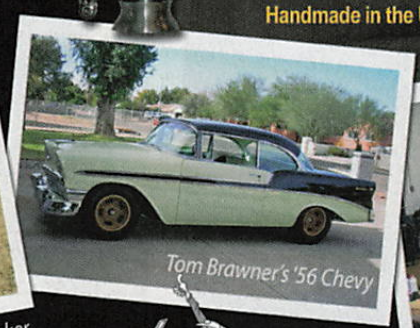
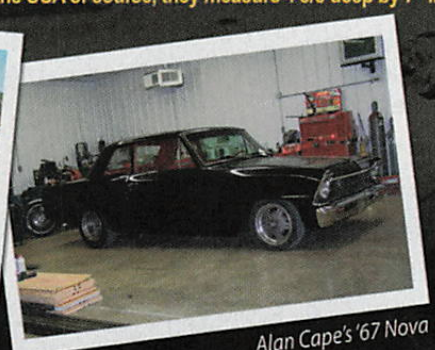


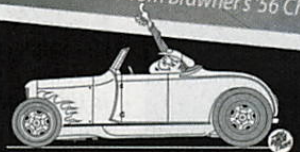
Paul Fleming's '54 Studebaker



Tom Brawner's '56 Chevy



Alan Cape's '67 Nova



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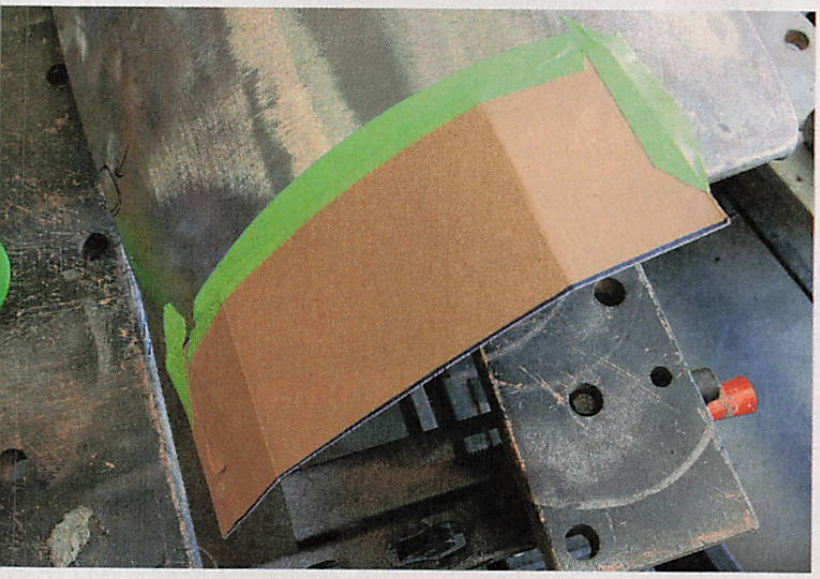
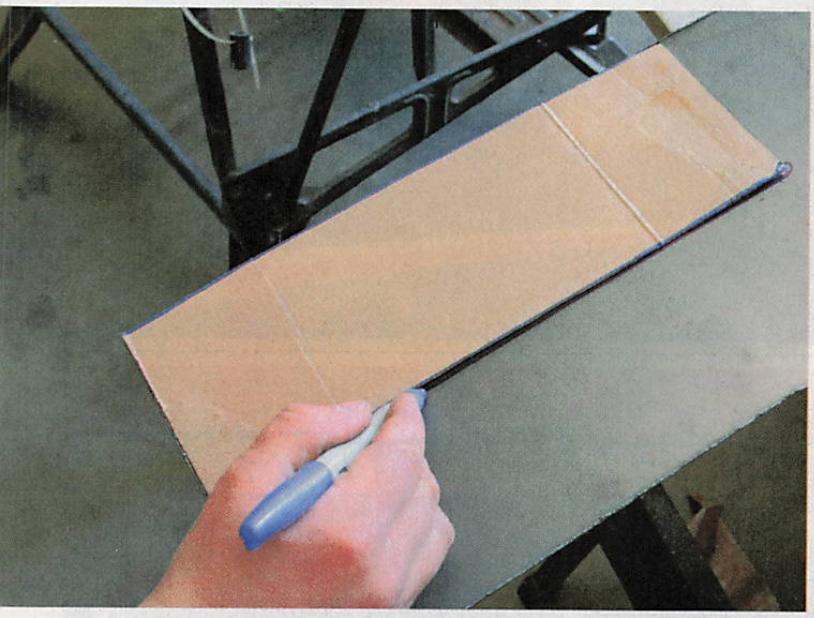
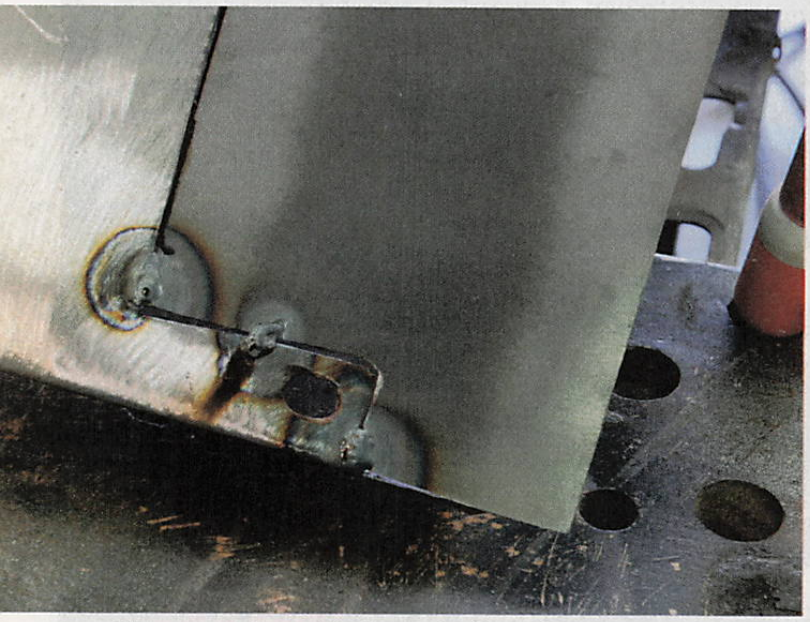


The first step is to determine how much of the fender needs to be removed and to make a template with some cardboard.

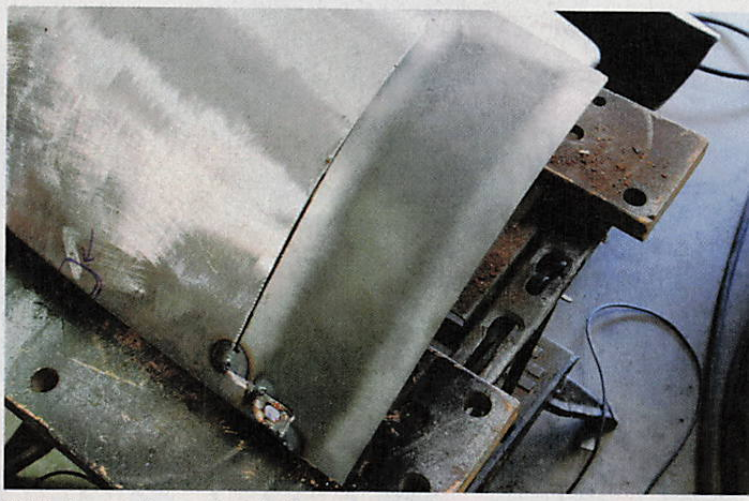


The template is then transferred to a sheet of 18-gauge sheetmetal for our patch panel.

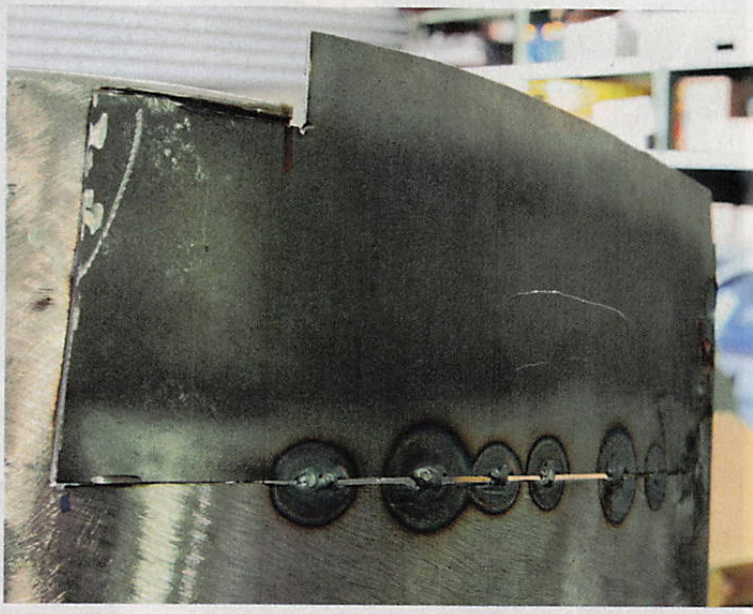


The new patch panel is then tacked into place, starting at the flat section near the hole we retained in the fender.

disassembled the truck, the areas where the running boards and fenders met on either side of the cab had succumbed to the elements to the point where they were basically rusted together. What little bit of steel that was left flaked away as the two were separated, leaving a void that would have to be replaced with a couple patch panels. On a fairly flat surface, such as the top of a fender or a door skin, replacing this void with a piece of sheetmetal cut to fit would be a simple task, but given the shape of the lower front corner of the F1's rear fenders, the patch panel that would need to be fabricated was slightly more complex. The sheetmetal fender is also beefed up in the area where it bolts up to the running board, providing a solid backing to prevent the steel from tearing under flex. Additionally, there is a lip that runs along the wheel well and rolls under the fender at the bottom, further complicating the lower fender section.



With the patch panel tacked at one end, the next step is to tack it along the curve surface towards the front of the fender. This ensures that the shape of the fender is retained and the patch follows closely to this shape without causing any distortion.



Here you can see how the patch panel has been shaped and tacked to follow the curvature of the fender. Note that the lower left gap is tight and needs to be relieved so as not to cause "oil canning" once welded. The top section of the patch panel that extends past the lip of the fender will be rolled over the edge to match the fender later.

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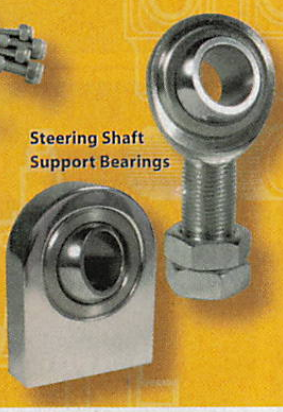

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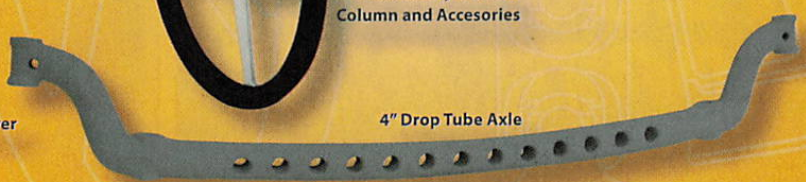

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The patch follows the form of the fender until we get to the very front portion which has a tighter radius bend. This area will need a little more persuasion to get it to fit perfectly.

To this end, we're using a hammer and dolly to get the panel to the proper shape.

We fashioned a patch panel out of 18-gauge sheetmetal and formed it using a hammer and dolly to fit the contour of the fender. The rolled edge was accomplished by doing just that, rolling the edge of the panel over onto itself and then welding it up. The installation of the patch panel went smoother than we thought and added quite a bit of structural support in an area of the fender where it's much needed. The thicker replacement panel also provided a stout backing for the attachment of the running boards, something that was needed in the stock configuration. SR

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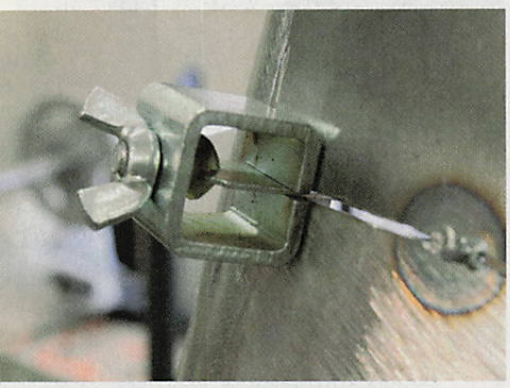
This Craftsman three-piece body and fender dolly set consists of a heel, general purpose, and toe dolly and would cover the majority of repairs one would encounter.

With a little persuasion, the panel is now nice and flush with the fender and follows the shape perfectly.



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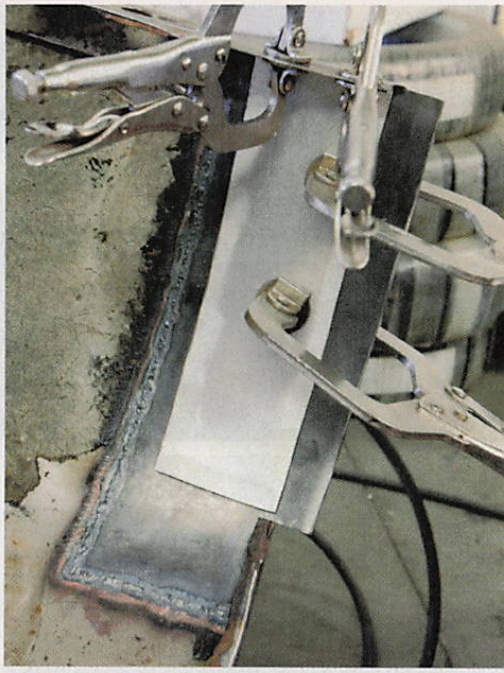
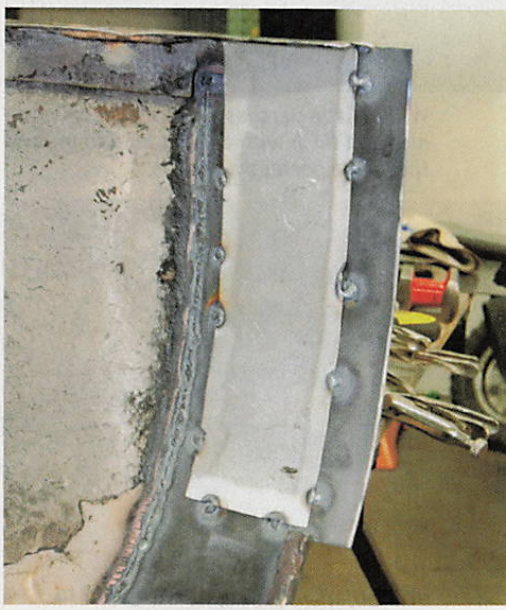
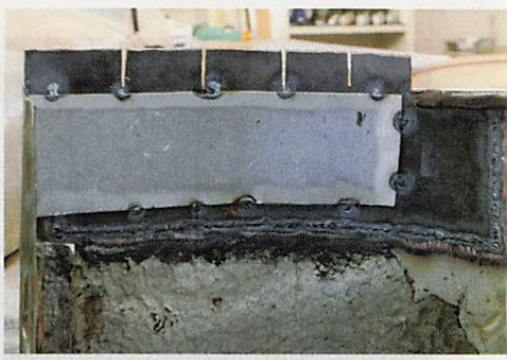


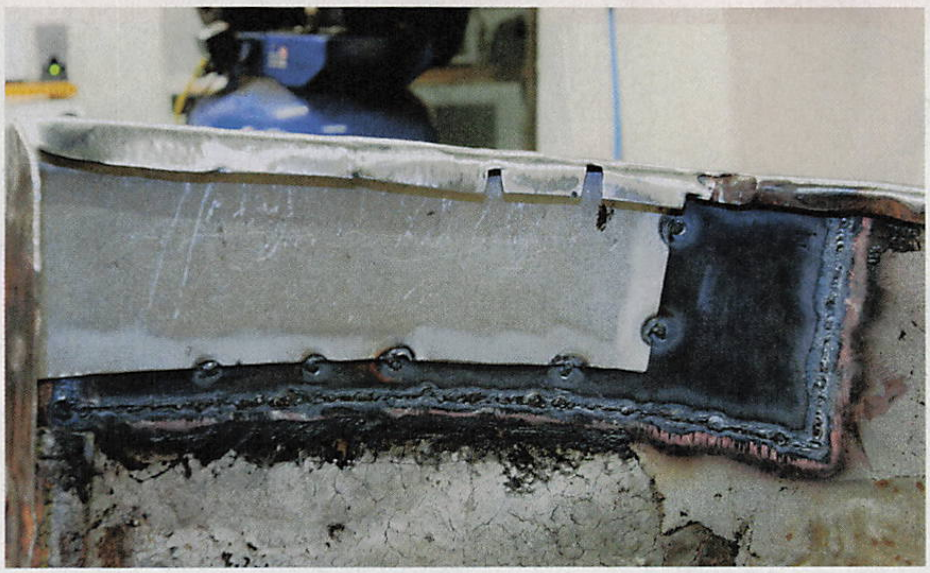
Since the repaired area is where the fender and the running board meet, we thought it a good idea to back up the panel with another sheet of 18-gauge to provide a nice, strong section that will resist damage.



The backup panel is tacked to the fender to stiffen up the lower area.



To roll the edge over and retain the curvature of the fender, four relief cuts were made in the extended area.



Each section was then rolled over individually and then welded up to form a continuous lip.

Here's the surface of the repaired area after the weld has been sanded smooth. Note the rolled edge.

The repaired section is now nice and solid and ready to be mated to the running board once the omitted mounting holes are marked and drilled.

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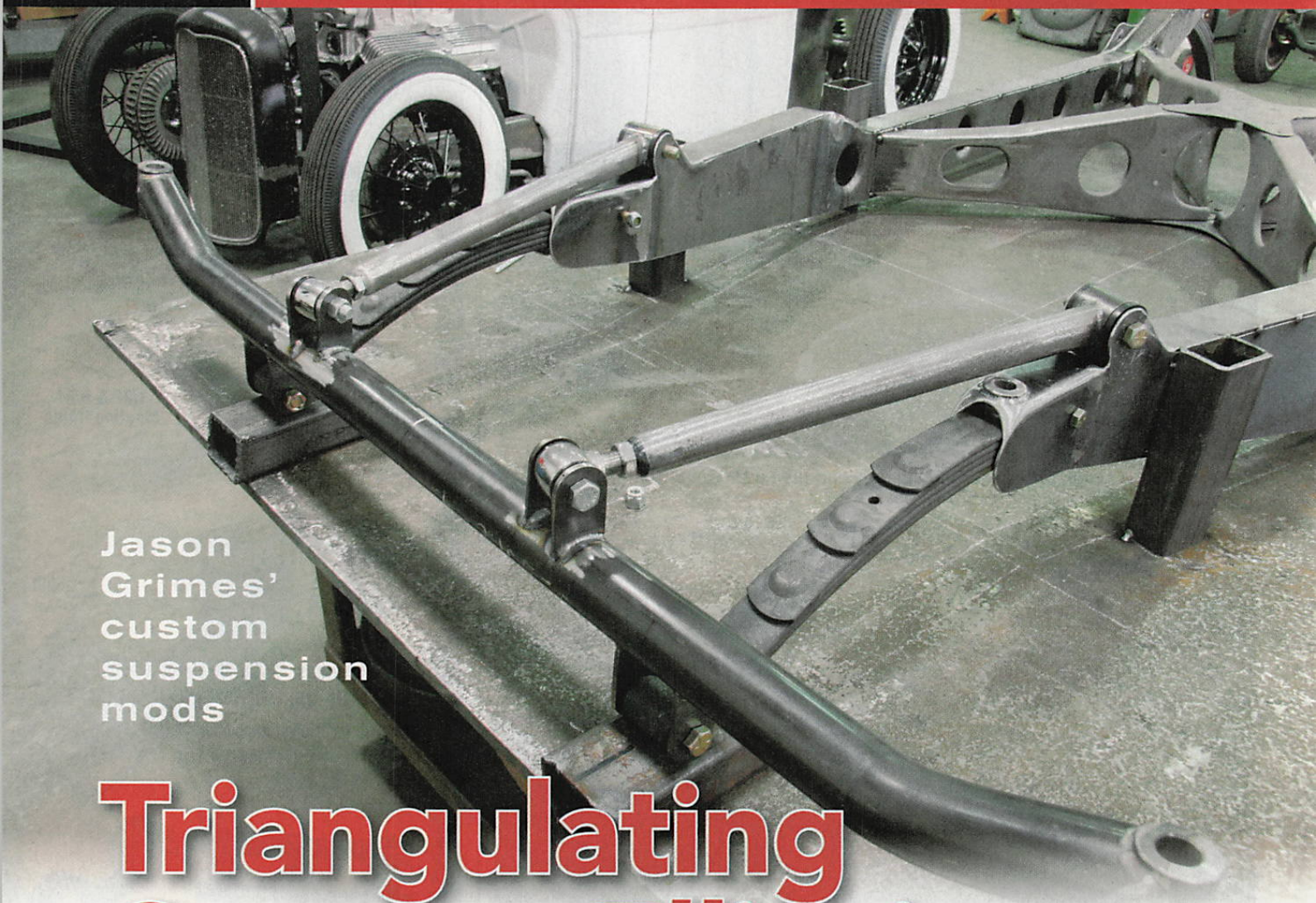


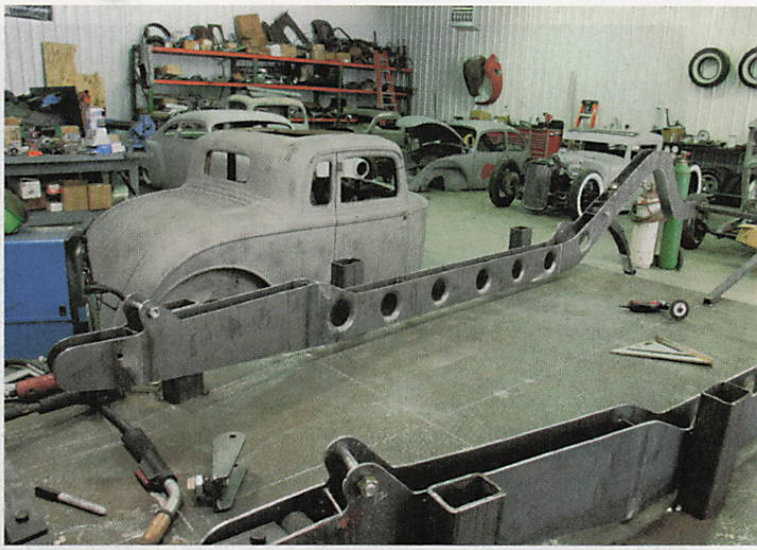
Jason Grimes' custom suspension mods

Triangulating Quarter-Elliptics

If you've been following *STREET RODDER* for the past year, you've undoubtedly taken notice of some of the work coming out of The Garage—Jason Grimes' shop in Lebanon Junction, Kentucky. We've covered some of his customer builds as features, plus we've followed along as he's created some interesting suspension setups. Well, he's at it again.

This time Jason, who happens to like the way quarter-elliptic springs look and work, put his know-how into triangulating a set of those springs with a tube axle front suspension. As always, he works out his theory on paper first, then as a 3-D model in cardboard to see if his ideas have merit. Once satisfied with the outcome, he starts fabricating the necessary parts and pieces.

This particular suspension is going under a '34 Plymouth coupe, for which he has already created a set of custom framerails. The spring he's using is a set of quarter-elliptics from POSIES, but he basically builds everything else he needs himself. So follow along and see how it's done! SR



With the body of the '34 Plymouth in the background, Jason already created his own custom framerails before the work on the suspension begins. He has also designed and built an X-member for the frame before tack welding the whole setup to his surface table, but then removed the X-member for easy access for other components.

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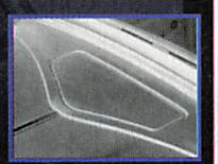

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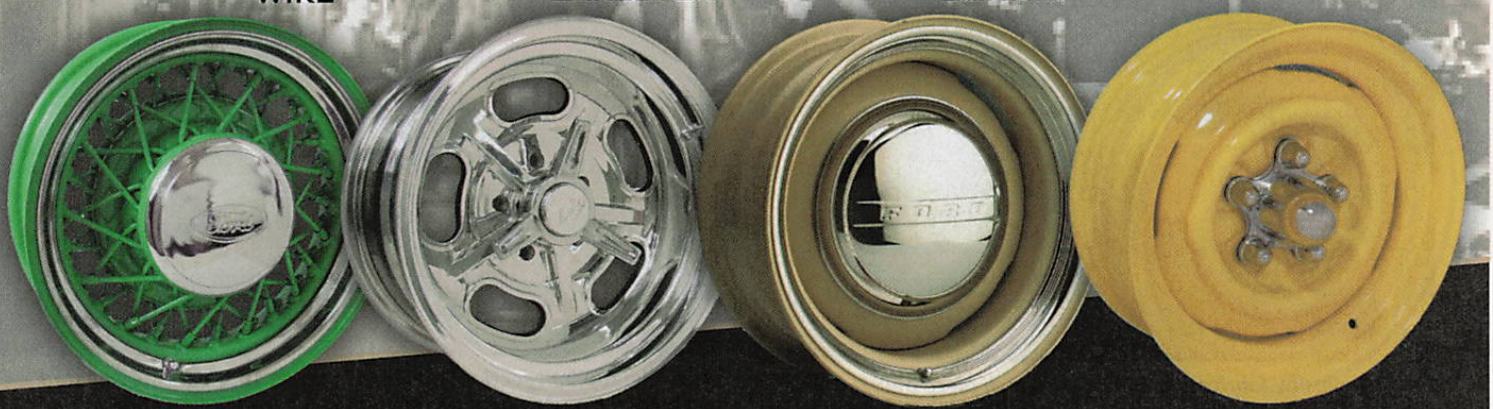

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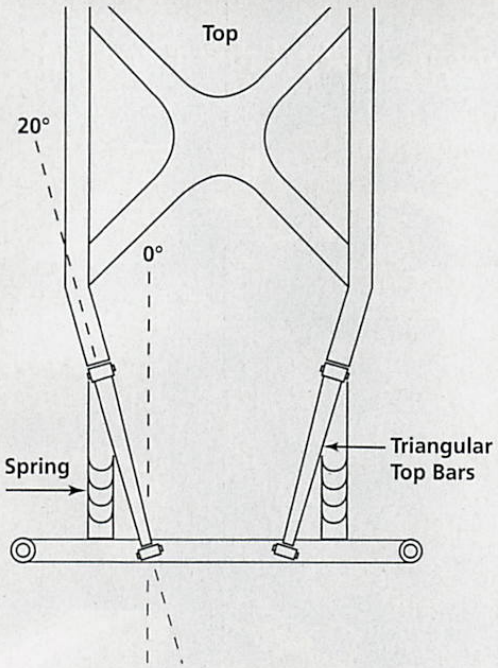
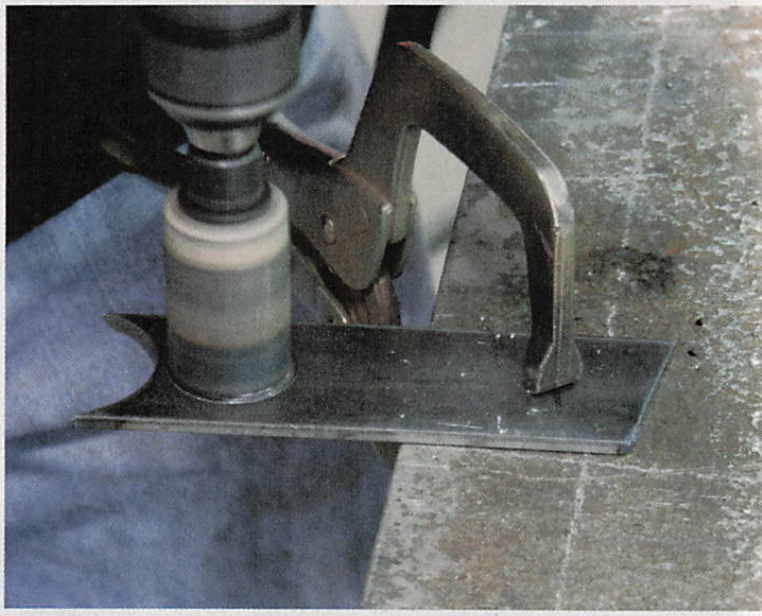
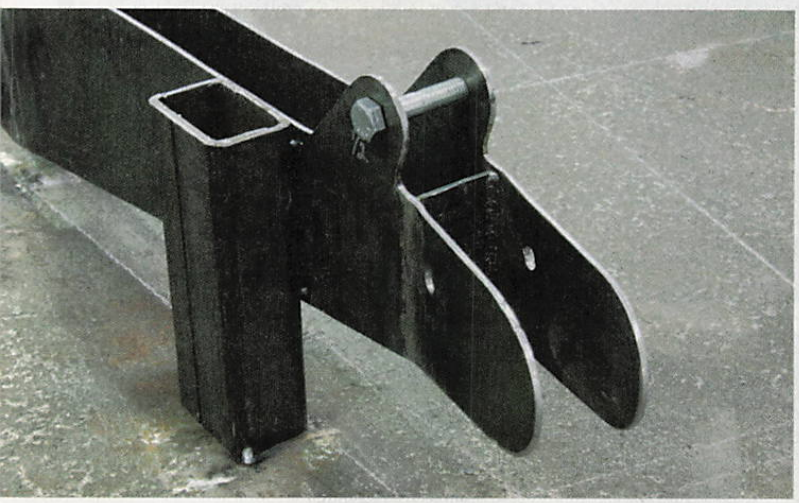


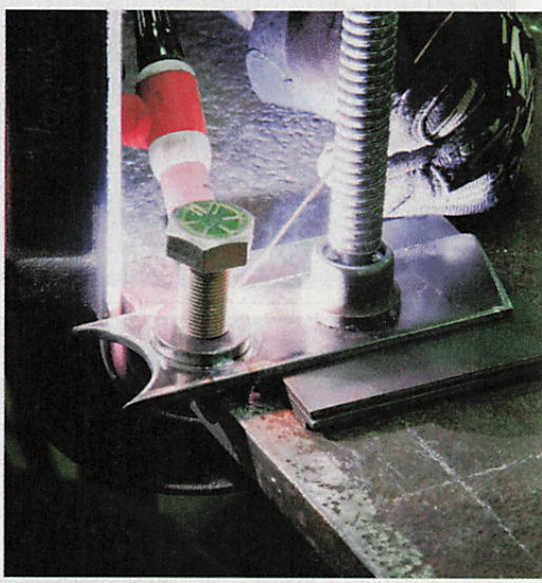
Here's a drawing Jason made showing if he keeps the top bars of his triangulated design at 20 degrees from the springs, it will keep the axle centered without any major binding of the bushings (either in the bars or in the springs) when the suspension moves up and down.



A small section of the 3/16-inch-thick top 'rail is fabbed and then drilled to accept the bung.

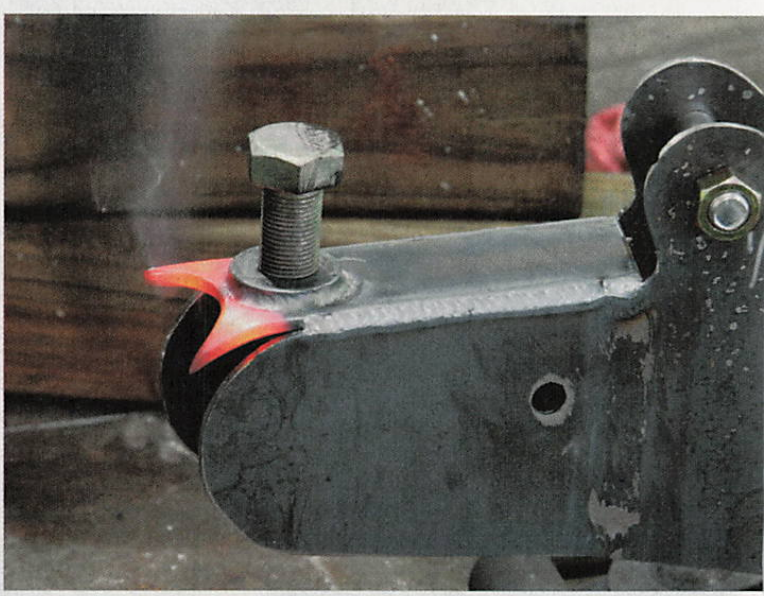


Once the frame was squared and tacked to the surface table, Jason could begin work on the triangulated quarters. The bolt located up top will hold the modified radius rod in place while the holes in the frame are where the POSIES quarter-elliptics will attach.



With the adjusting bolt in place (so the threads don't warp during welding), the bung is welded to the top 'rail piece.

Jason begins by fabricating a bung (a ¾-inch piece of 0.250-inch tubing, drilled and tapped with ¾-18 threads) that will be used to adjust the quarter-elliptics once they're in place.



After the top 'rail section is welded in place, the "ears" are heated with a torch and hammered down to meet the leading edge of the framehorn.

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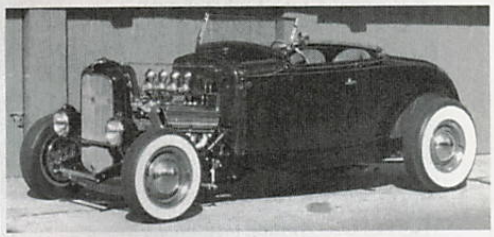

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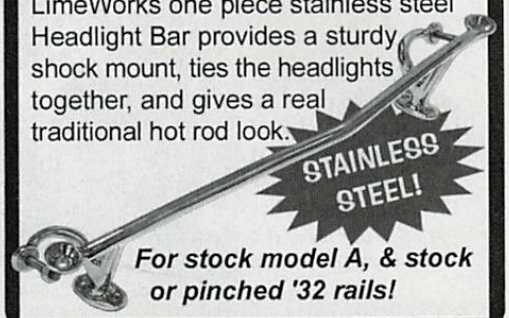

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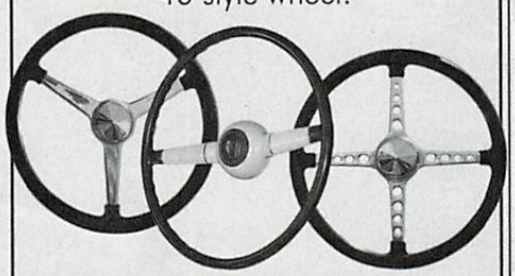

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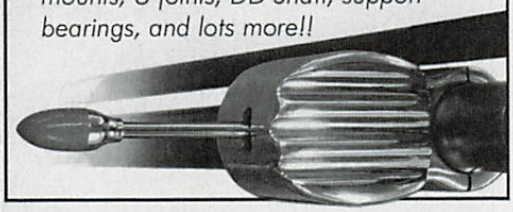

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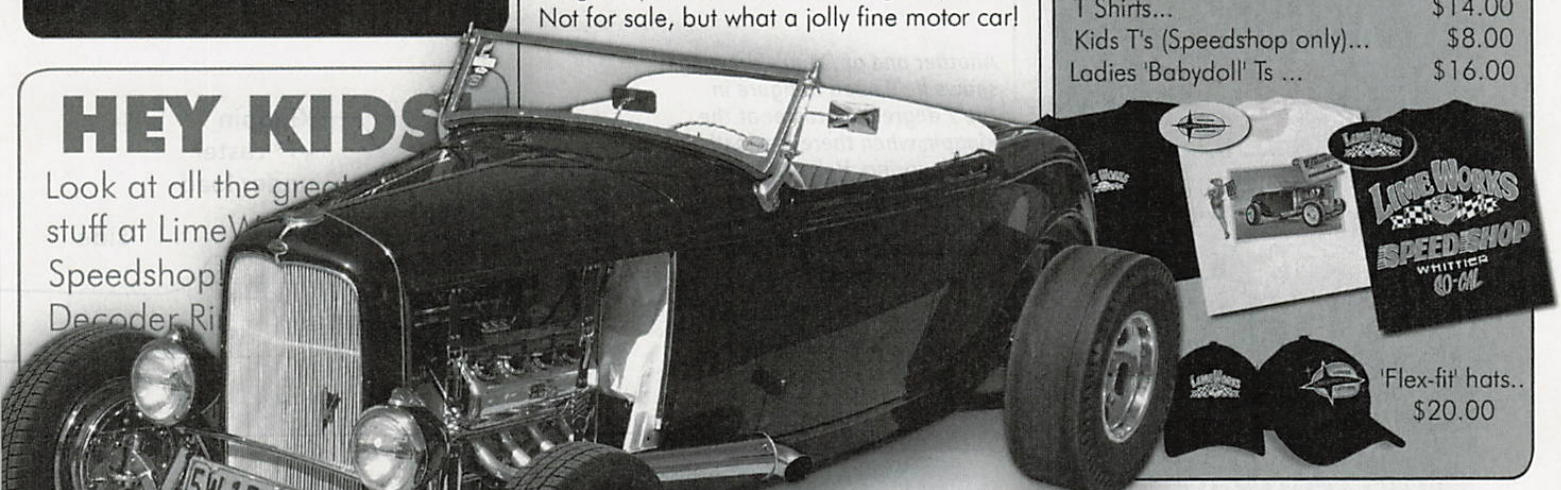

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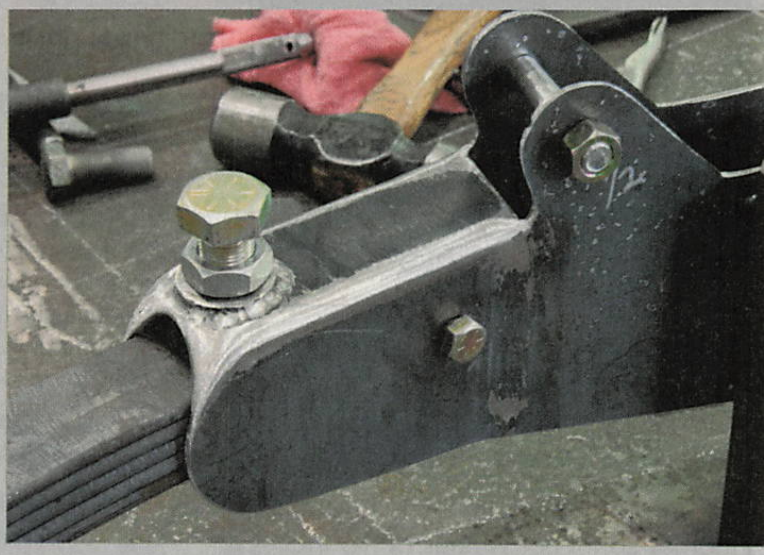
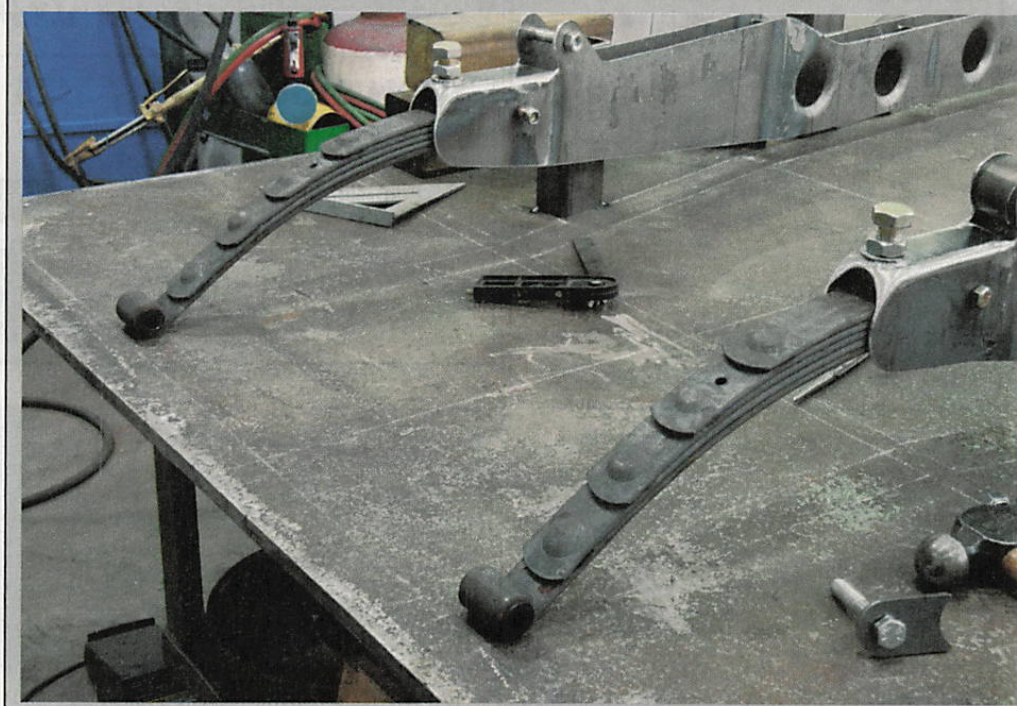
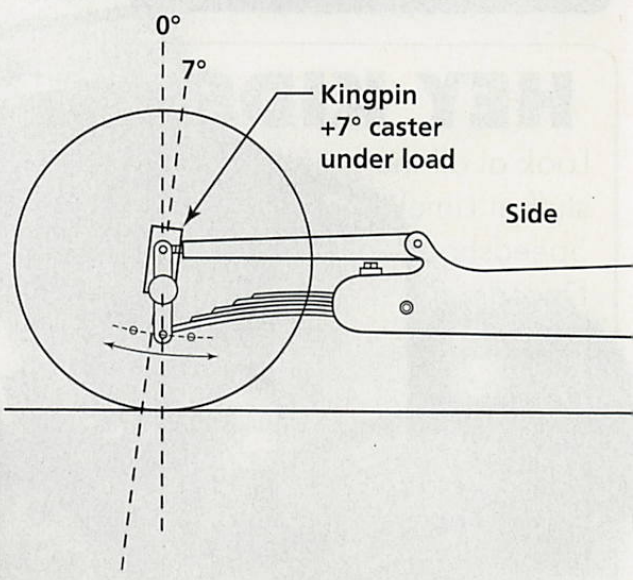


With a little bit of grinding to clean up the welds, you should get something that looks like this. After the quarter-elliptics are set in place, it's time to mount them to the axle.



Another one of Jason's drawings shows he'll need to figure in the 7 degrees of caster at the kingpin when there is a load on the spring. He's aware the spring will "grow" under load (a momentary stretch of the wheelbase), but the movement should be minimal.



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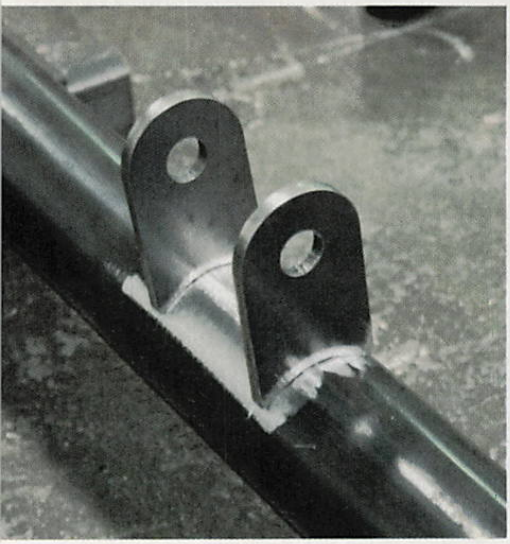

After double-checking his measurements, Jason tacks a set of tabs for the axle end of the quarter-elliptic springs to the bottom of the axle, perpendicular to the centerline of the tube. (Finish welding will happen later.)

Getting ready to add the radius rods, Jason sets the caster at 3 degrees (knowing under load with the engine, trans, and other sheetmetal installed this measurement will increase to 7 degrees). At this point Grimes also figures out the length of the radius rod needed.

Jason used '40 Ford wishbones to create the small radius rods. He lopped off the ends and, at the rear section, drilled out the inside to accept another of his custom bungs.

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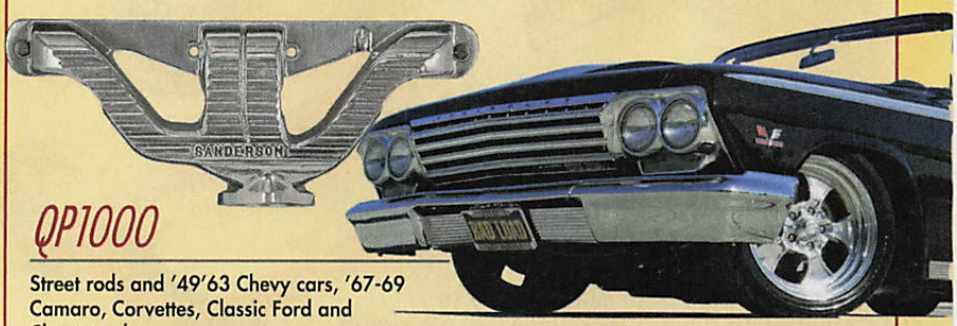

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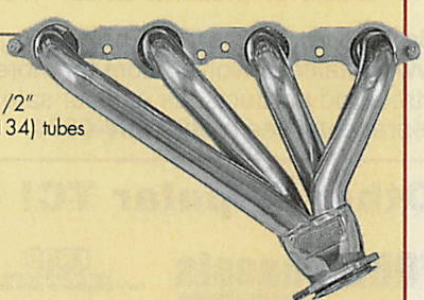

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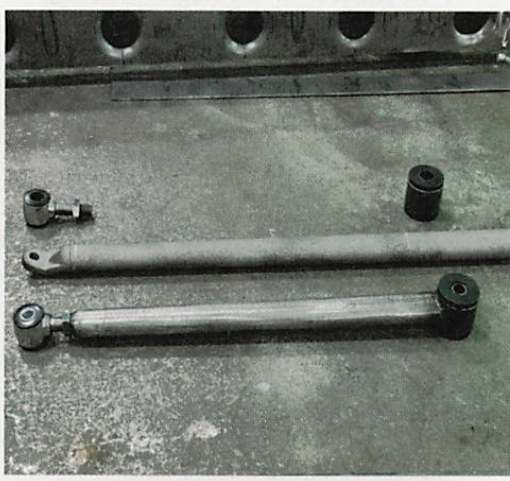
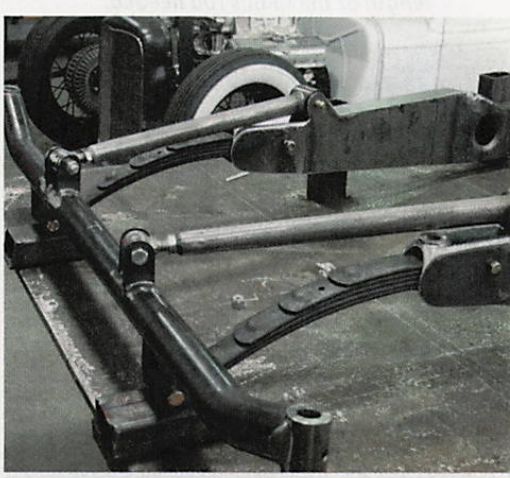
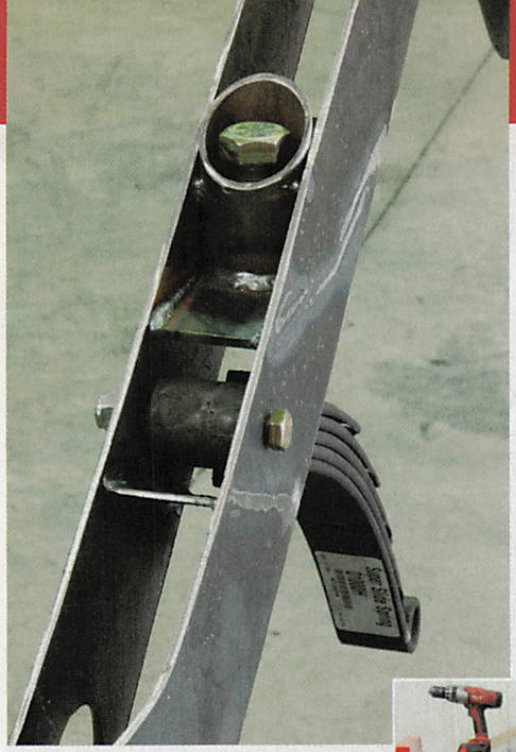
With the bung welded in place inside the shortened radius rod, Jason threads the bung for the Speedway Motors rod end.



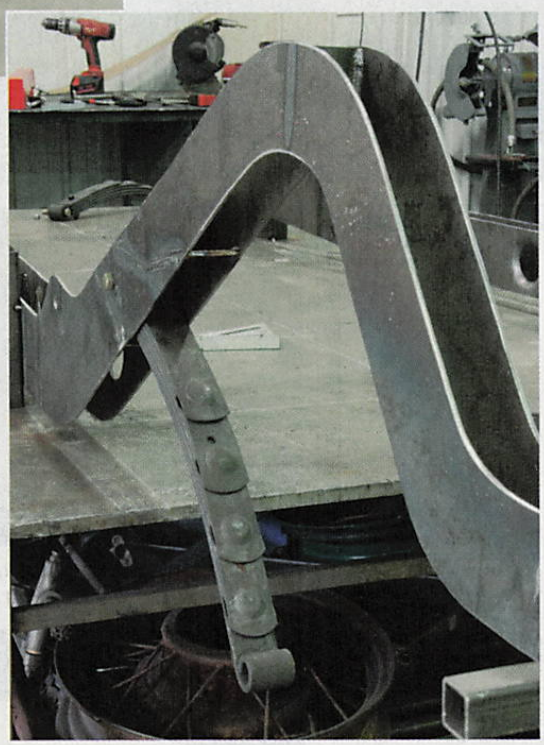
Here is a before and after shot of radius rods. The 2-inch bushings on the thick end of the radius rod came from SuicideDoors.com.



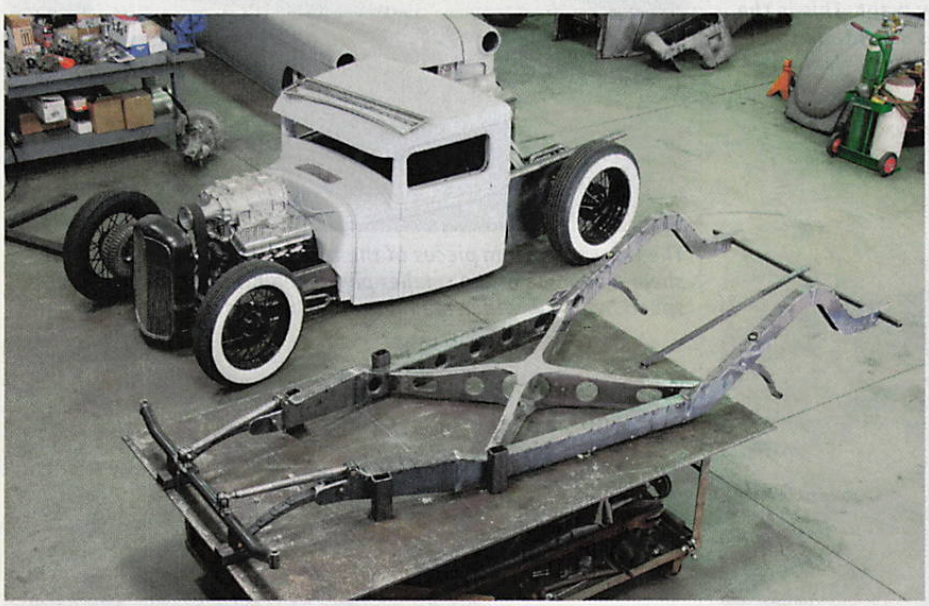
With the radius rods in place Jason can figure the location of the remaining four mounting tabs on the top side of the axle. These tabs are mounted in line with the radius rod, so they are not perpendicular to the centerline of the axle.



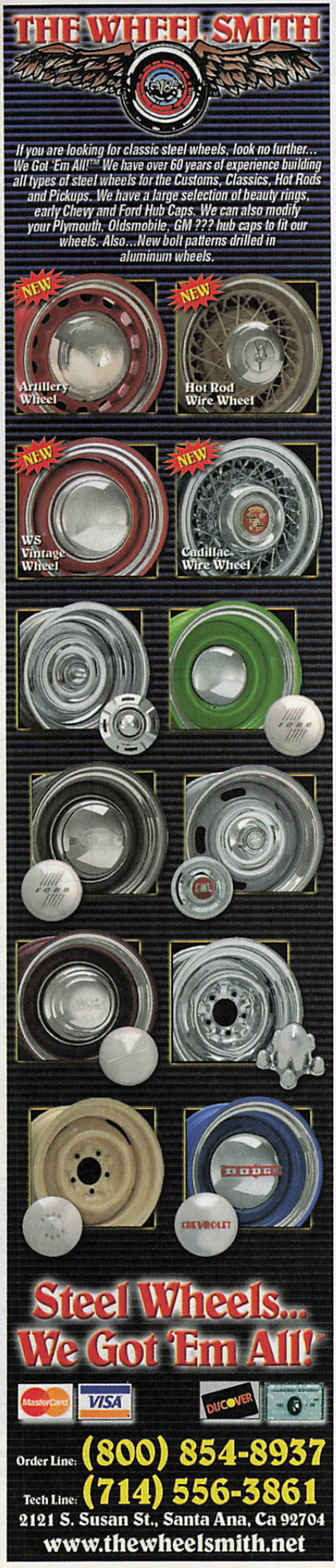
Jason is using quarter-elliptics with the rear axle suspension too, and he set the adjusting screw inside the 'rail before it gets fully boxed.



The kick in the rear of the frame is extreme, but necessary to get the coupe down on the ground where Jason wants it to be. The framerail will be fully boxed after all of the custom modifications are completed.



Grimes severely modified the Plymouth's stock X-member to get it to fit his custom framerails, but now the chassis is well on its way to getting thrown under the coupe body for good.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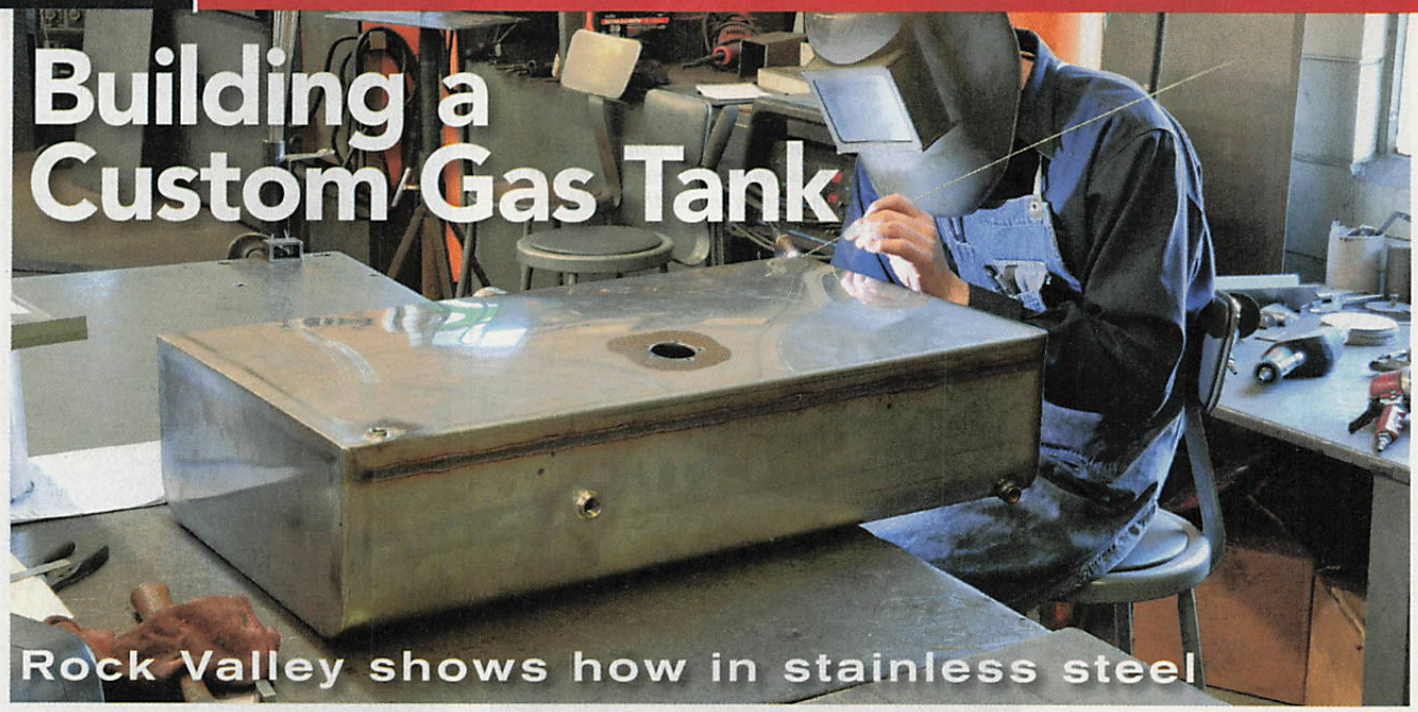
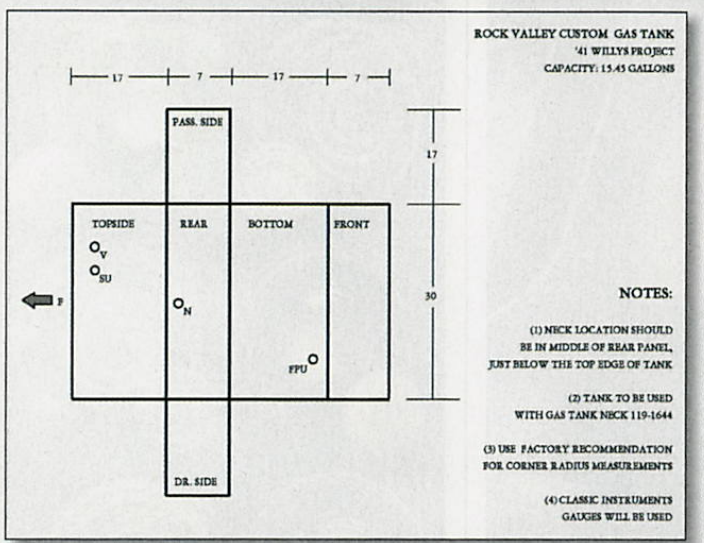
BY ERIC GEISERT | eric.geisert@sorc.com | PHOTOS BY DALE MATHESON & RYAN MANSON

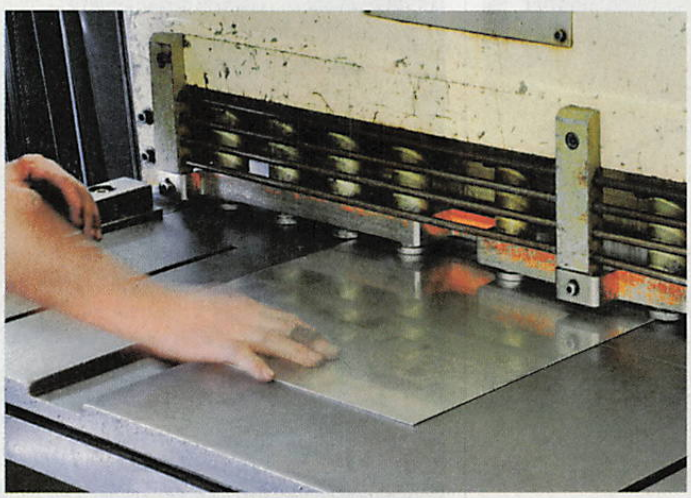
Building a Custom Gas Tank

Rock Valley shows how in stainless steel

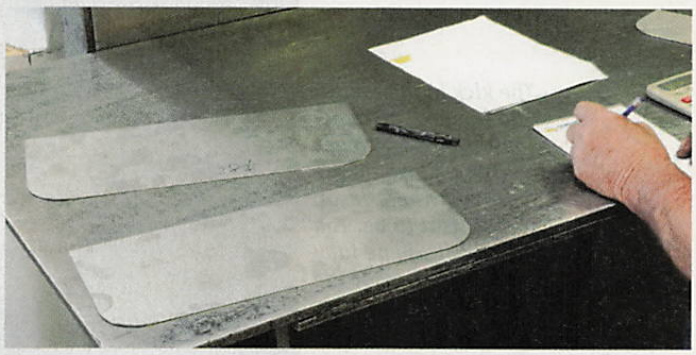




Everybody starts with a drawing of what they want. This is the illustration we made for a custom fit stainless steel tank to be installed under a truck bed on a '41 Willys pickup.

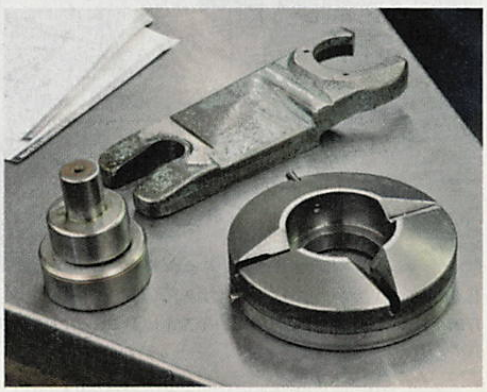


Once Rock Valley knows the dimensions of each piece of the tank, they can begin to shear the quarter-inch stainless steel used in the construction of the tank.



Rock Valley also designs the tank's internal baffles that help control the gas from sloshing around while driving.

The top and bottom pieces of the tank are also cut on a 10-foot shear. For some of the smaller pieces requiring a radius, a high-speed bandsaw with a stainless steel blade is used.



This is the die set used to punch the hole for the sending unit.

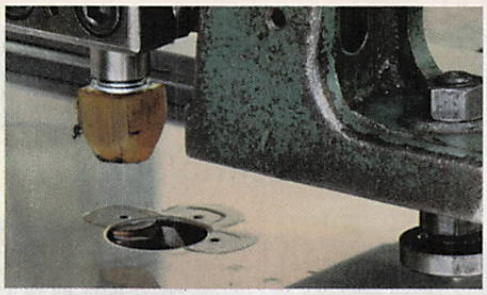
It's one of those things everyone needs for their ride: a gas tank. Sometimes you can get away with a stock tank in a stock location, or even use another make and model's tank in something entirely different (for example, a '66 Mustang gas tank fits nice and flat in the trunk of a '32 coupe).

But not all gas tanks are created equal, especially when you have a truly custom application. So let's say you have a 'glass '41 Willys pickup mounted to an S-10 chassis and you want to fit a 16-gallon tank under the bed. What do you do?

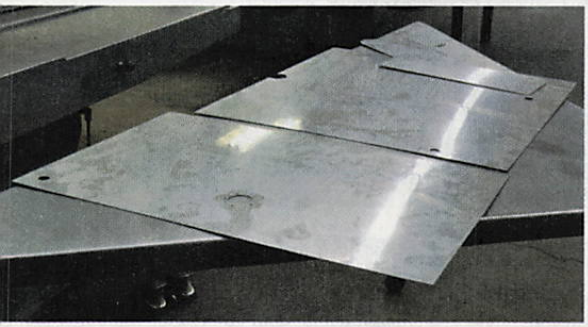
A quick call to Rock Valley Antique Auto Parts in Stillman Valley, Illinois, solved this problem. In business since 1971, the company began building stainless steel gas tanks in 1981 when they recreated a tank for a '34 Ford (which won the NSRA's Best New Product that year). Since then they've built tens of thousands of gas tanks for nearly any application (boat, plane, car, scooter, military, maintenance, etc.) you can imagine. Now known for their line of custom stainless steel gas tanks, their business also supplies rodders with all sorts of fabricated parts (battery boxes, running boards, bumper brackets, dashboards, etc.) and their inventory exceeds 8,000 parts for Ford and Chevys from 1928 to 1976.

Rock Valley suggests the home builder first make a cardboard mock-up of a tank and fit it to the space you intend to have the real one. That way you can figure out how the rest of the car's parts (exhaust, rearend, crossmembers, etc.) might interact with where you want your tank.

Then, to get a custom-made tank, you have to supply Rock Valley a drawing of what you want. It should include the height, width, and length of the tank (the formula HxWxLx.004329 will yield the tank's capacity) plus where the filler neck, vent, roll-over valve, fuel pickup, TPI



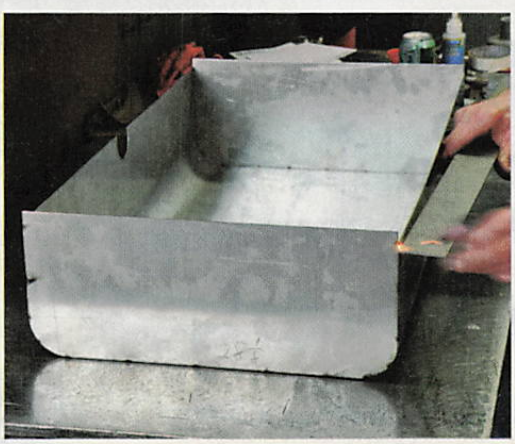
Once the sending unit hole is punched, four small mounting holes are punched around its edge.



After the appropriate amount of holes are punched, all of the pieces that will make up the new tank, including the internal baffles, await assembly.

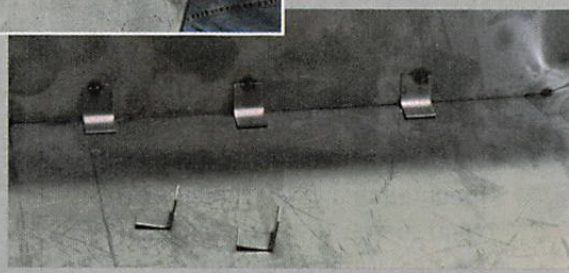
Next the pieces move to the press where a special die has been made to create the length-wise radius found in the lower section of the tank. Adding the radius to the bottom section of our tank also creates the front and rear of our tank, too.

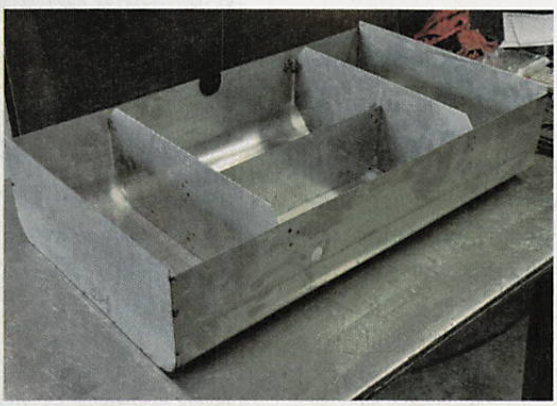
With all of the pieces now made (the top of the tank is below the bottom section in this photo) assembly can begin.



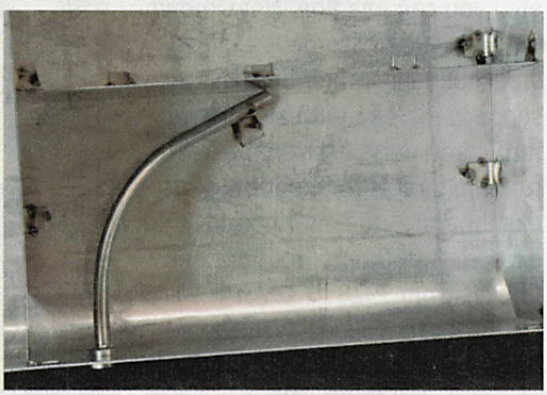
The first pieces to be tacked in place are the ends. A section of stainless is also temporarily added to both the front and back section of the bottom piece to help keep the edge straight while being tacked.

The internal baffle pieces are next, which are secured to the bottom of the tank with small tabs for extra bracing.

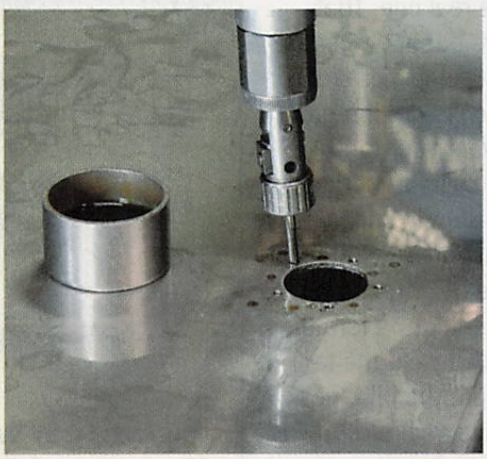




With the internal baffles in place, it's starting to look like something!



Next the fuel pickup tube is installed.



After the sending unit reinforcement plate is spot-welded in place, the holes are drilled and tapped.

pump location (if needed) and, if you have it, the radius measurement of the corners (Rock Valley will do that for you if you don't know what it should be). You'll also need to tell them what kind of gauges you'll be running, as the mounts for the electrical senders are different between the different gauge manufacturers, and you'll need to indicate the tank's orientation (which way is "front" and "up").

Once they receive your drawing they look at it to see if you missed anything and how feasible the construction is. They'll call or fax you with any questions and, when they're satisfied with what it will look like, they'll send you their drawing of your tank to confirm everything. Once you give the okay, the tank will be made to spec and you'll soon be down the road. The following photos illustrate just how involved the process of building gas tanks is—going from a stack of flat stainless steel to a rather nice custom addition to your ride! SR

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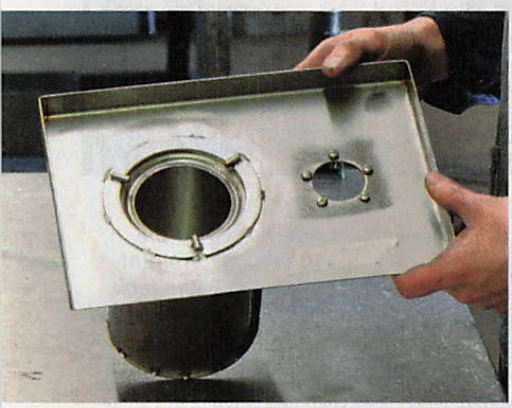

If the car is intended to use fuel injection, this is when the brace for the TPI pump is added. Ours will use a carburetor, so this piece isn't added.

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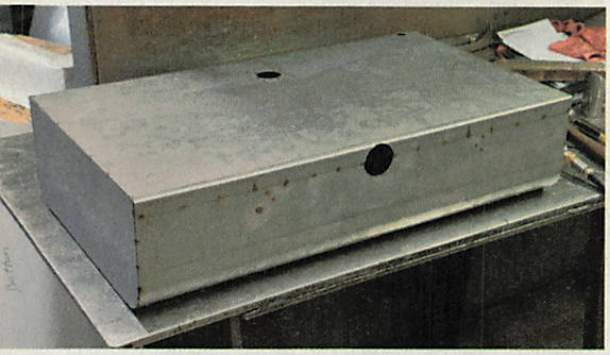
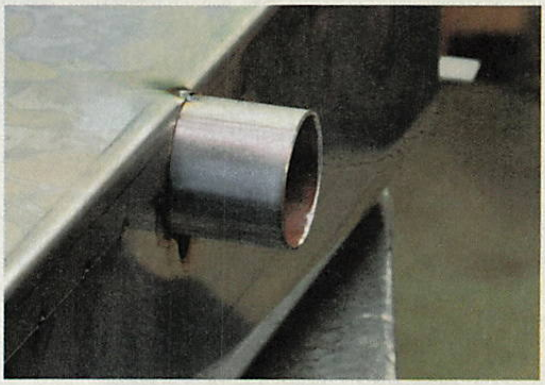
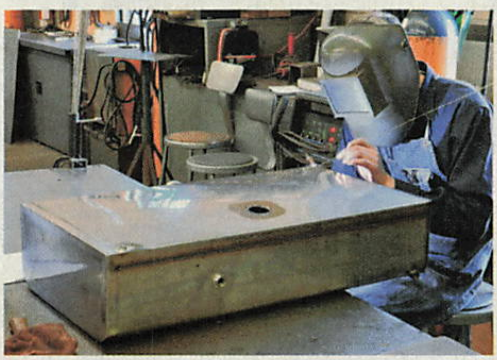


The tank can now be tacked together before the final steps are taken.



The filler neck is next, and its location has been spelled out on the work order.

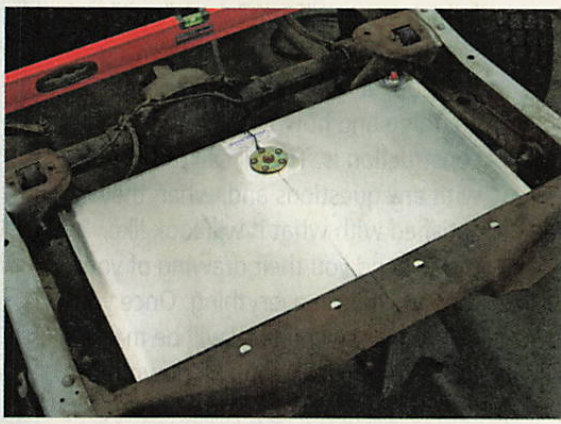
The vent/roll-over bung (which shuts off the fuel flow in the event of a roll-over) is added at this point.



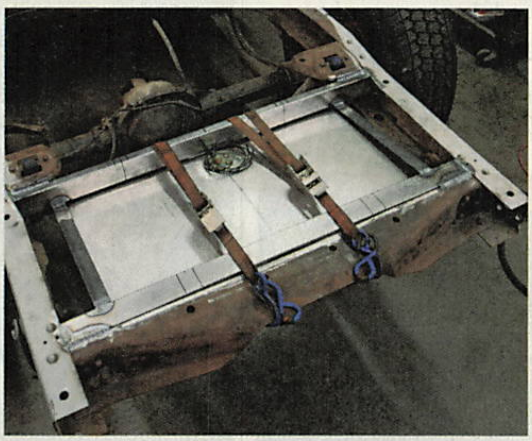
The finish welding on all the seams can now take place. Once done, the edges and welds are deburred and ground smooth.

Each tank is pressured tested before it leaves Rock Valley to insure there aren't any leaks.

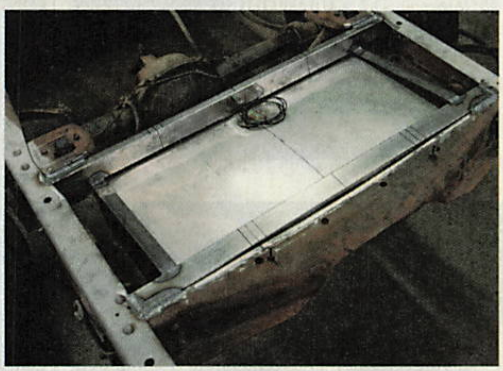
Here's the space at the rear of the Willys/S-10 chassis where we're going to install the tank. Luckily, there's plenty of room for the tank.



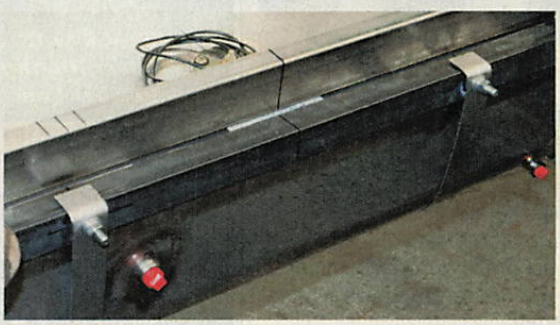
We mocked up the tank using a pair of jack stands. Note the sender is installed to ensure we leave adequate room for it below the bed floor.



A framework was fabricated to support the top perimeter of the tank. Tie downs are being used in place of the tank straps to check fitment before the tank straps are bent and cut to fit.



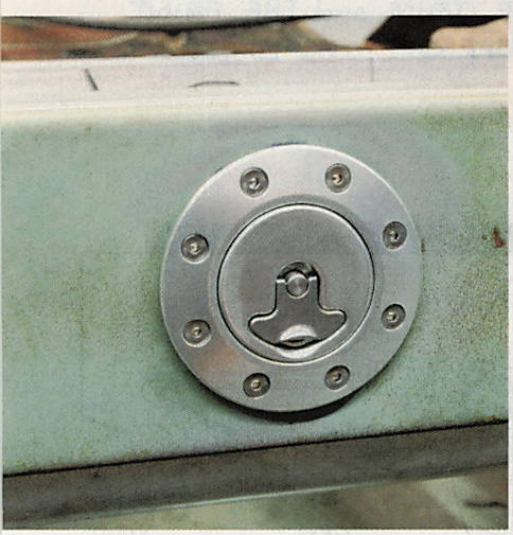
With the tank straps fabricated, it's now installed and ready for plumbing.



At the front of the tank, we welded a pair of 5/16-inch studs for the tank straps to attach.

At the rear, we used a T-bolt from McMaster-Carr and bent the strap around it similar to an OEM application. Here, the strap is bent to fit but has yet to receive a ¼-inch fastener to clamp the bolt firmly in place to ensure that the strap doesn't stretch under pressure.

Here's a look at the tank strap once it's been bent to conform to the shape of the tank. The extended "tail" on the right will be trimmed to fit but illustrates the extra length Rock Valley includes in their kits.



To wrap up the tank installation, we mounted an Air Ride Technologies billet locking gas cap from their Precision Coachworks line of products. The bung on the backside of the cap will attach to the fuel tank's filler neck via a rubber hose.

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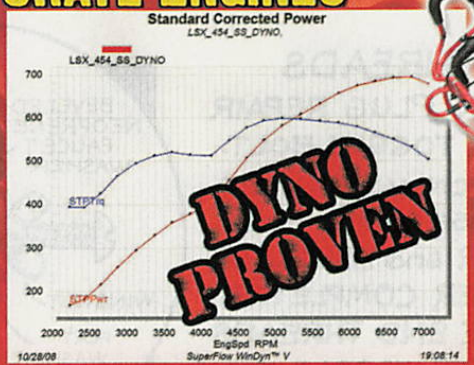

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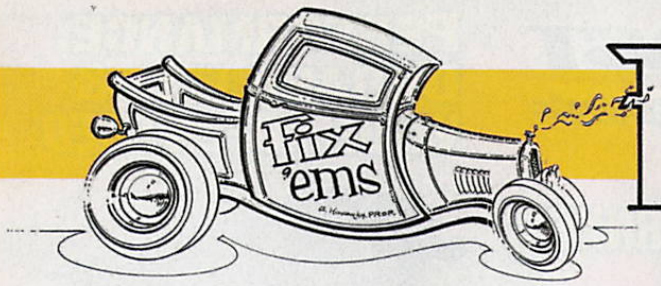
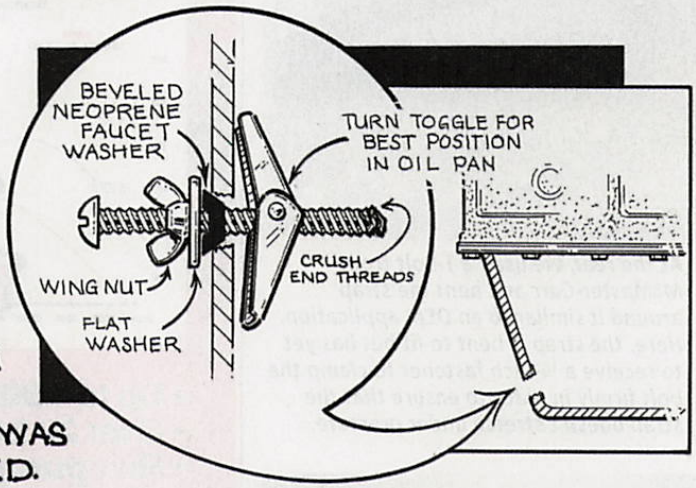


Fix 'ems

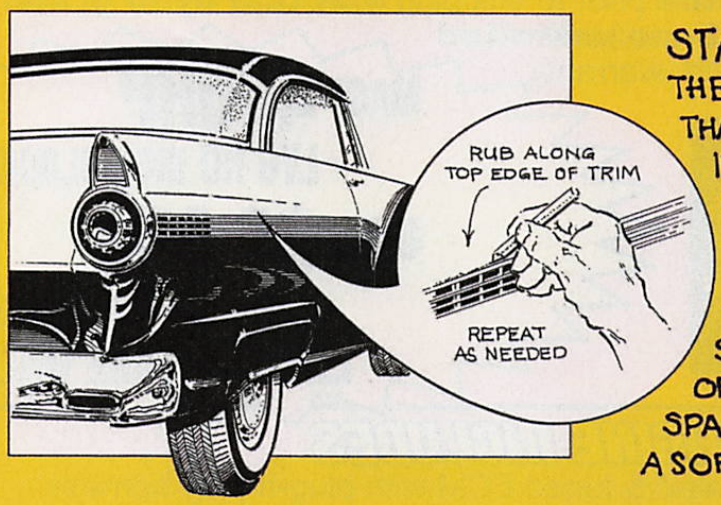
BOB HOVORKA

STRIPPED OIL PAN THREADS

BEFORE EXPANDING DRAIN PLUG REPAIR KITS, OLD TIMERS USED A TOGGLE BOLT. (Sometime replacing the screw with a hex-head bolt so they could use a wrench.) A WING NUT, FLAT WASHER and BEVELED NEOPRENE FAUCET WASHER COMPLETED THE ASSEMBLY. THEN THE END THREADS WERE CRUSHED TO KEEP THE TOGGLE FROM FALLING OFF. THE TOGGLE WAS SLIPPED THROUGH THE DRAIN HOLE and THE SCREW WAS HELD WHILE THE WING NUT WAS TIGHTENED.



FOR THOSE WHO DRIVE 'em...

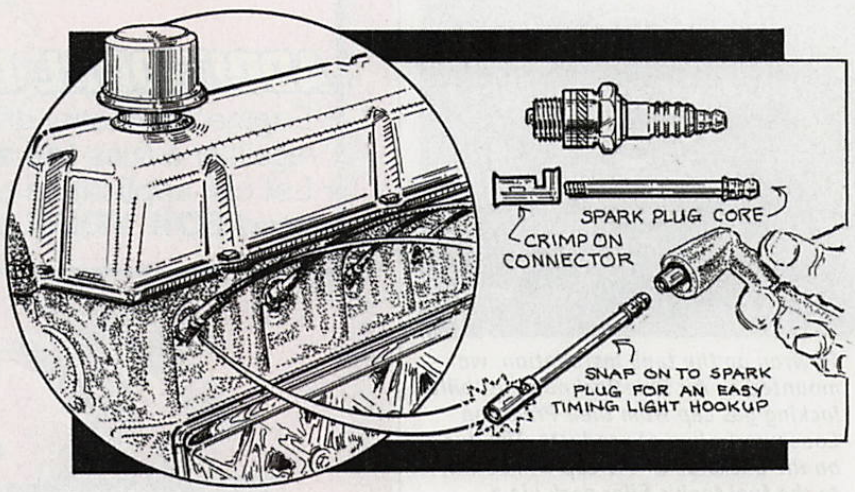


STAMP OUT RUST

THE FANCY CHROME and STAINLESS TRIM THAT SETS '50s and '60s CARS APART, IS AN INVITATION TO RUST. RETAINING CLIPS and CONTACT BETWEEN TRIM and PAINT ARE THE CULPRITS AS WATER SEEPS IN BETWEEN. ONE WAY TO MINIMIZE THIS, IS TO SHARPEN A WAXY DOOR EASE STICK and RUN IT ALONG THE TOP EDGE OF THE TRIM, WORKING IT DEEP INTO THE SPACE BETWEEN THE TRIM and THE PAINT. A SOFT RAG WILL BUFF OFF THE EXCESS.

OLD STYLE TIMING LIGHT HOOKUP

TO MAKE THE EXTENSION, BREAK THE METAL CORE FROM AN OLD SPARK PLUG. CRIMP A CONNECTOR TO THE END, as shown. TO USE: SNAP THE NUMBER ONE PLUG WIRE TO THE CORE and THE CORE TO THE SPARK PLUG. NOW IT'S A SIMPLE MATTER TO CONNECT YOUR TIMING LIGHT TO THE HOME MADE EXTENSION.



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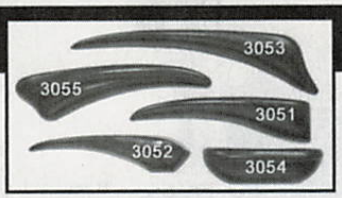


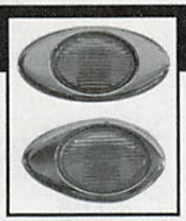
SMART PARTS

Interior Lights

Available in Tear Drop or Oval

Satin.....$36.50

Polished.....$ 36.50



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Ceramic Insulation (2gal)..$189.00

Sound Control (2gal).....$169.00

Super-Pro Spray Gun.....$145.00

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With Aluminum Mushroom Knobs

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We stock a complete line of Lokar Shifters and products.

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E Series.....$195.00

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AutoLoc

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Install Kit (large)...$29.95

Bear Claw (small).$39.95

Install Kit (small)...$29.95

Hood Latch.....$45.00

Pro Rod

Shave Door Kit....$137.00 (kit includes: two 35lb solenoids, 2 remotes, 3 relays and mounting hardware)

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7" Booster & Dual Master Cyl. w/left and right side outlets...$129.00

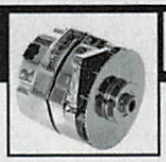
Universal Pedal Mount Kits

Firewall Mount.....$125.00

Frame Mount.....$125.00

Brake Combo w/Pedal Kit $249.00

TUFF STUFF

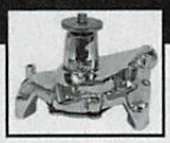


Chrome Alternators (NEW)

7127NB 80Amp.....$88.00

7127ND 100Amp.....$99.00

TUFF STUFF



Chrome Water Pumps (NEW)

1354NA SBC-Short.....$ 74.95

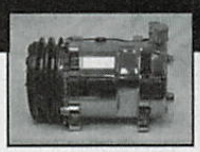
1449NA SBC-Long.....$112.95

QUICK CLIPS Hardline Mounting System

Size	Quantity
3/16"	20
1/4"	18
5/16"	15
3/8"	12
1/2"	10

$ 20.00 per pack

A/C 134A Compressors (NEW)

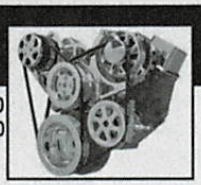


Standard.....$199.00

Polished.....$229.00

Chrome.....$269.00

TBI Hyper-Drive V-Belt System



Hyper-Drive.....$1,295.00

w/Power Steering....$1,395.00

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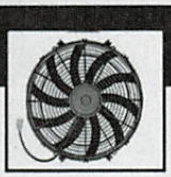

M122K 12" 1565 CFM....$96.00

M142K 14" 2135 CFM....$98.00

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Snake-Eye or Tri-Bar Headlights.....$49.95

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Paintable.....$125.00 pair

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King Bee (H4).....$125.00 (pair)

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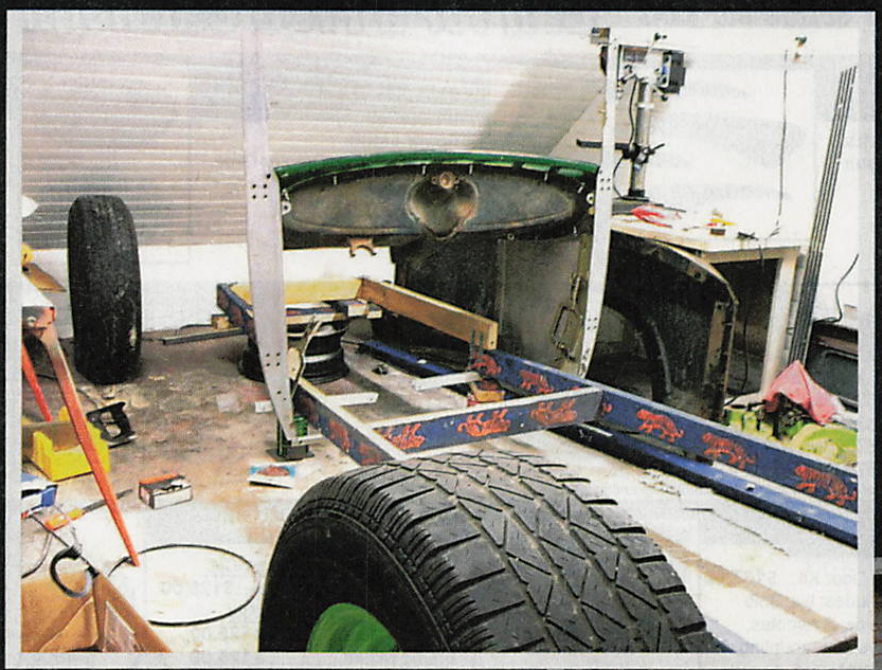
BY RYAN MANSON | ryan.manson@sorc.com



C. Josh Quick built this '29 Ford roadster pickup for $4,000 between October 2005 and June 2006, with the initial mock-up and construction done in his kitchen before moving everything piece by piece outside. Josh used 2x4s to mock up the frame before constructing it out of actual steel tubing.

The finished chassis consists of a suicide front spring perch with a '92 Jeep Comanche 2WD axle run backwards to make it rear steer with hairpin radius rods. Out back sits a pair of parallel leaf springs that serve to mount an '84 AMC Eagle rearend.

Here's the truck in mock-up form, rolled outside for the first time.

The 283 Chevy engine was a freebie and one of the first pieces Josh started with. Cal Custom valve covers and Edelbrock induction dress up the mill.

Channeled 4 inches over the custom chassis, the Model A closed cab pickup had its top whacked off and received a pair of custom door skins before Josh handformed the rear cab, floor, and firewall. He also fabricated the bed sides, floor, and tailgate.

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$105

SHAVED DOOR HANDLE KIT
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Billet Call for Application

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w/OEM Handle Switches $288.95

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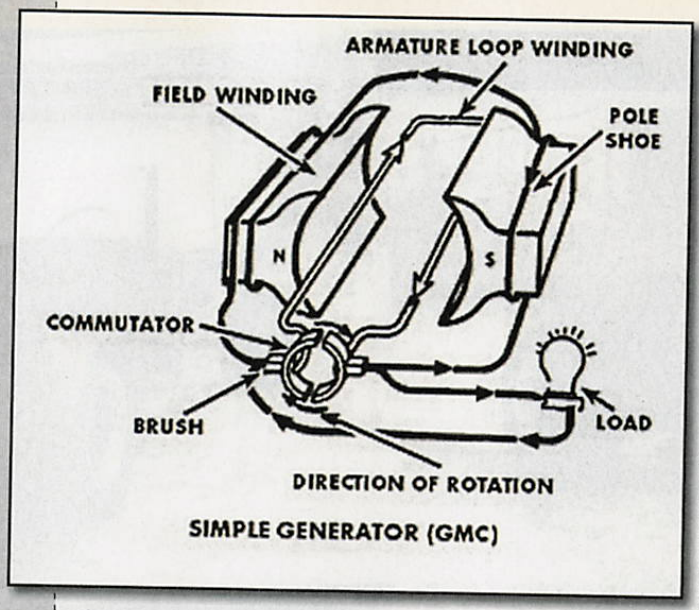
SHOPMANUAL

BY RON CERIDONO | ron.ceridono@sorc.com

A REVOLTING DEVELOPMENT

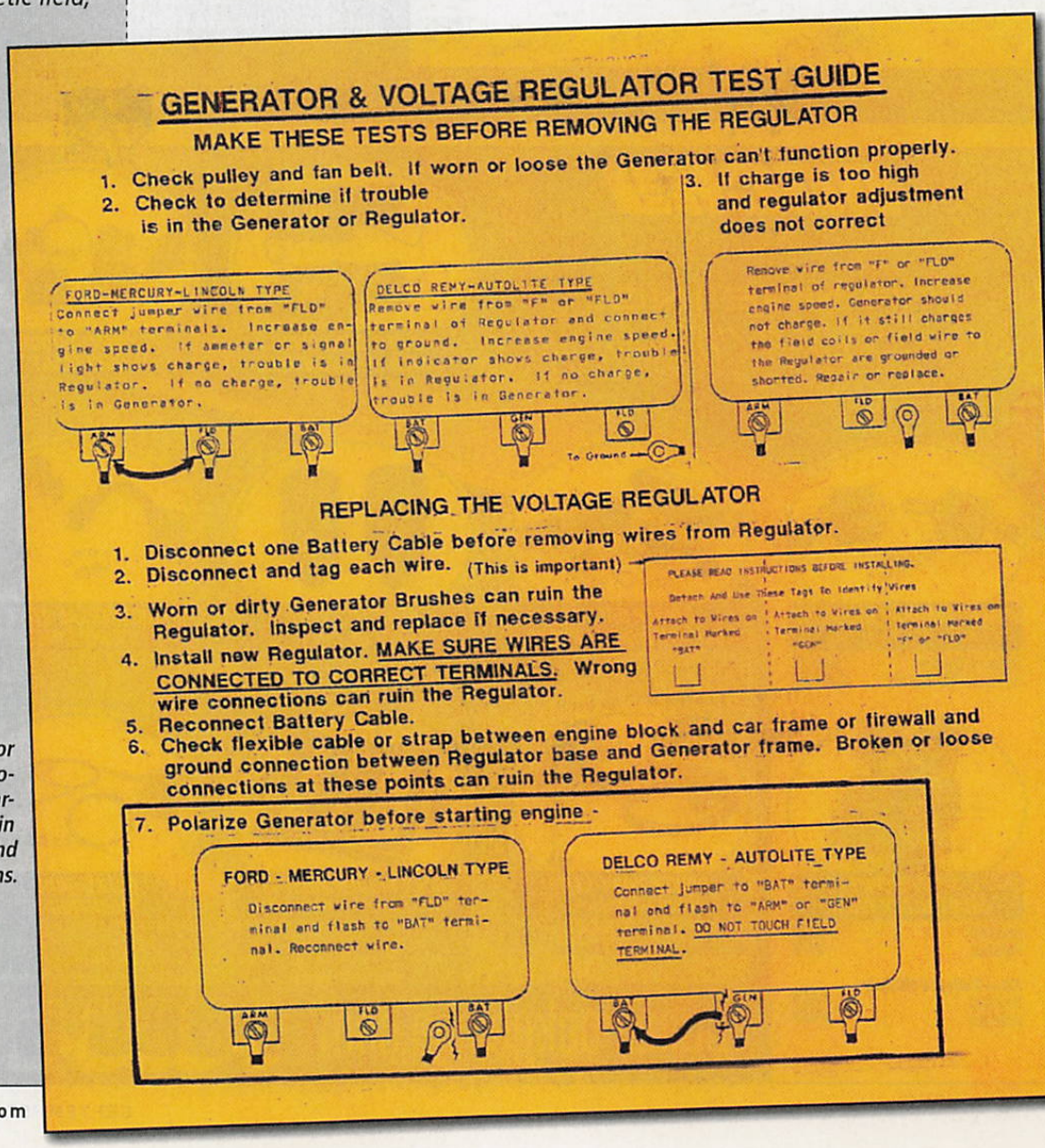
Q. I've decided to backdate my street rod and replace the alternator with a generator. I have the generator and the regulator mounted and wired but I'm confused about the process of polarizing. Why's it necessary, what's it do, and how does it do it?

Vince Carol
Via the Internet



This diagram shows the basic configuration of a generator. The armature is made up of loops of wire—as it spins a magnetic field current moves through the loops of wire and is delivered through the commutator contacts (which are the ends of those loops of wire) through the stationary brushes (that make contact with the spinning commutator) and current is delivered to the load. Generators can work with either a positive or negative ground system (and since you're replacing an alternator, your car is probably the latter) but they have to be polarized appropriately—that means establishing which field winding is the north pole and which is south, and that determines which way the current flows in the generator.

A. *Let's start with the basics of how a generator works. When a loop of wire passes through a magnetic field, electrons in that wire will begin to flow—in a generator there is an armature that is essentially lots of wire loops that rotates between two magnets called field windings. The voltage and current delivered is a function of the magnetic field's strength and how fast the armature is spinning in that magnetic field.*


GENERATOR & VOLTAGE REGULATOR TEST GUIDE
MAKE THESE TESTS BEFORE REMOVING THE REGULATOR
1. Check pulley and fan belt. If worn or loose the Generator can't function properly.
2. Check to determine if trouble is in the Generator or Regulator.
3. If charge is too high and regulator adjustment does not correct
FORD-MERCURY-LINCOLN TYPE
Connect jumper wire from "FLD" to "ARM" terminals. Increase engine speed. If ammeter or signal light shows charge, trouble is in Regulator. If no charge, trouble is in Generator.
DELCO REMY-AUTOLITE TYPE
Remove wire from "F" or "FLD" terminal of Regulator and connect to ground. Increase engine speed. If indicator shows charge, trouble is in Regulator. If no charge, trouble is in Generator.
To Ground
Remove wire from "F" or "FLD" terminal of regulator. Increase engine speed. Generator should not charge. If it still charges the field coils or field wire to the Regulator are grounded or shorted. Repair or replace.
ARM
FLD
BAT
GEN
REPLACING THE VOLTAGE REGULATOR
1. Disconnect one Battery Cable before removing wires from Regulator.
2. Disconnect and tag each wire. (This is important)
3. Worn or dirty Generator Brushes can ruin the Regulator. Inspect and replace if necessary.
4. Install new Regulator. MAKE SURE WIRES ARE CONNECTED TO CORRECT TERMINALS. Wrong wire connections can ruin the Regulator.
5. Reconnect Battery Cable.
6. Check flexible cable or strap between engine block and car frame or firewall and ground connection between Regulator base and Generator frame. Broken or loose connections at these points can ruin the Regulator.
PLEASE READ INSTRUCTIONS BEFORE INSTALLING.
Detach And Use These Tags To Identify Wires
Attach to Wires on Terminal Marked "BAT"
Attach to Wires on Terminal Marked "GEN"
Attach to Wires on Terminal Marked "F" or "FLD"
7. Polarize Generator before starting engine -
FORD - MERCURY - LINCOLN TYPE
Disconnect wire from "FLD" terminal and flash to "BAT" terminal. Reconnect wire.
DELCO REMY - AUTOLITE TYPE
Connect jumper to "BAT" terminal and flash to "ARM" or "GEN" terminal. DO NOT TOUCH FIELD TERMINAL.

Henry Olsen of Ole's Carburetor and Electric (olescarb@sanbrunocable.com) supplied this polarizing guide. Note the difference in procedure between the Ford and the GM/Mopar systems.

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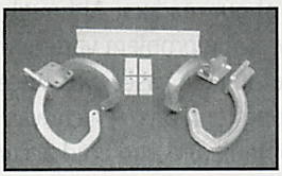
Trunk Hinge Kits



Truck hinges now available in steel or aluminum - machined from steel or aluminum plate, not cast. The steel hinges are unique as they have no visible welds. Aluminum hinges have a ball mill design and a satin finish. Hinges can be purchased separately or as a complete kit with a 40" mounting bar with hardware.

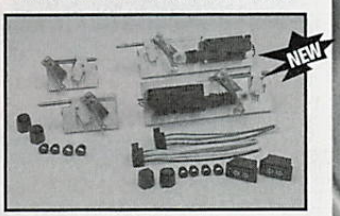
Steel Hinges Only $79.95
Steel Complete Kit..... $109.95
Aluminum Hinges Only $129.95
Aluminum Complete Kit $159.95

Manual and Power Suicide Door Safety Pins/Door Locks

A must for cars with suicide doors. These kits prevent your doors from opening if your door latch opens. These are absolutely the best quality kits made.
Our kits offer the following quality features

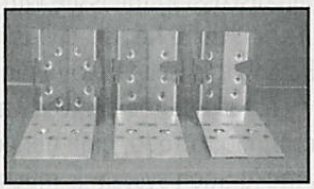
Stainless lock pin
Stainless knob shaft
Spring tension when locked
Spring tension when unlocked
Trim bushings included for both door and door post
CNC machined alum housings
Built in micro switch for light or beeper door not lock alert

NSRA BEST SAFETY PRODUCT 1999



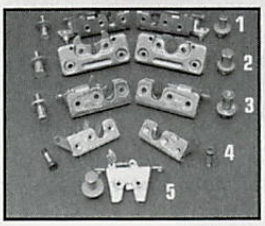
Manual Kits (NSRA Best New Product 1988) ..... $64.95 pair
Electric Door Lock Kits (for locking cars from the outside with remotes)... $99.95 pair
Remote control kit to operate these kits $89.95
Electric Suicide Door Safety Pin Kit (for securing suicide doors) (includes inside switches and wing pigtails)..... $114.95 pair
Speed lock module (locks doors automatically)..... $74.95

Latch Install Kit



Installing latches is now a snap. Kit includes door section mounting plates and striker bolt floating nut plates and stainless latch screws. Latch plates feature die stamped screw head bosses to recess the screws for more clearance. Compare to cheaper non stamped kits. Kits available for large, small and locking latches.

Kit for 2 doors..... $55.00
Kit when purchased with latches..... $50.00
Kit when purchased with hinge and latch combo..... $45.00



Double Catch Latches

Large and Small Standard Latches (2 and 3)..... $45.00 pair
Locking Latches (1)..... $69.95 pair
Mini Latches (4)..... $17.00 each
Trunk Latches (5)..... $25.00 each
Stainless Strikers 1/2, 9/16, 11/16 sizes avail ..... $39.95 pair

Hinge and Latch Combos

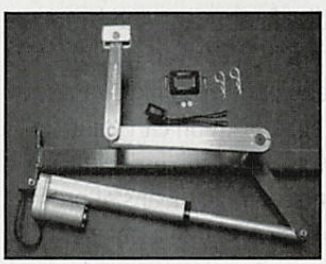
Deluxe Hinge Kit and Pair of Latches **$389.00**
Deluxe Hinge Kit, Latches, and Install Kit..... **$434.00**
7 Function Remote with 40# Solenoid Showed Kit... **$159.95**

Door Jamb Wire Elim Kit

NSRA BEST NEW STREET ROD PRODUCT 1992

2 thru 9 contacts available packaged per door so numbers can be mixed, stainless contacts, compact size, available with or without built-in dome lite switch in all sizes.

Starting at $39.95
Please call for APPLICATION



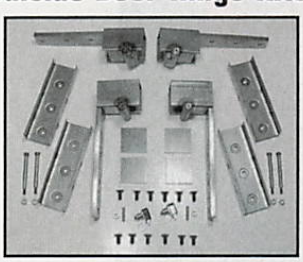
Electric Trunk Lift

Mounts over fender well - everything is hidden after installation except ballmilled aluminum arms which attach to trunk lid. Unit is reversible to work on either side of vehicle. Avail. with either 100 or 200 LB rated actuators.

100# Lift (for average trunks) **$349.95**
200# Lift (for heavy trunks) **$389.95**

Optional 3 Position Control Module $69.95

Carolina's Extreme Hidden and Suicide Door Hinge Kits



Deluxe Hidden Hinge Kit
Avail. for 30's, 40's, 50's and later cars/trucks.
NSRA Best New Street Rod Product 1990
Starting at $349.39 Kit

Check out our features listed below and see why our hinge kits have become the most popular and widely used kits by home builders and pro-builders alike.

16 years of hinge manufacturing, our expert and always available tech help, if needed, and our exclusive lifetime warranty has resulted in the strongest, most easy to install and best value kits on the market today. Just ask the rodder who has one. So revolutionary, they won the NSRA Best New Product Award (1990).

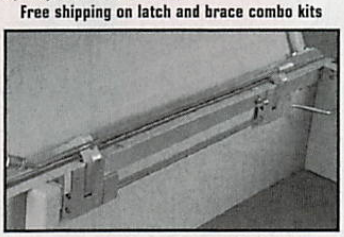
- 3 mounting screws per hinge strap for strength
- High strength cold roll steel hinge straps - not hot roll
- Self lubricating bushing in both hinge pocket and hinge strap
- Hardened and ground hinge pins/screws
- Adjustable door stop
- Adjustable bolt up pockets for doors
- 90 opening most cars
- Hidden switches for dome lights/alarms

Remember, hinges are part of the structural strength of your car, why settle for less? Don't confuse these with other hinges on the market - There is a difference! There are plenty of imitations, but only one Carolina Custom.

Carolina's 3pc Hood, Hinge & Latch Kits

Our double/triple opening kit is CNC machined from aluminum and stainless steel and allows the hood to be opened from the left, right or taken completely off. Precision machining allows us to offer kits for both steel and fiberglass hoods - not just a universal kit. Our steel single opening kit can be installed to open on whichever side the customer desires. All kits include stainless steel hood props at no additional cost. Steel hood braces are made from 3/8" round stock. Aluminum hood braces are CNC machined from plate stock - not a casting and are satin finished. Manufactured and engineered by us to be the easiest to install and best quality and value available.

Free shipping on latch and brace combo kits



Triple Opening Kit $369.95
NSRA Best Product 1994
Single Opening Kit $309.95

Steel Hood Brace Kits $75.00
Aluminum Hood Brace Kits $139.95

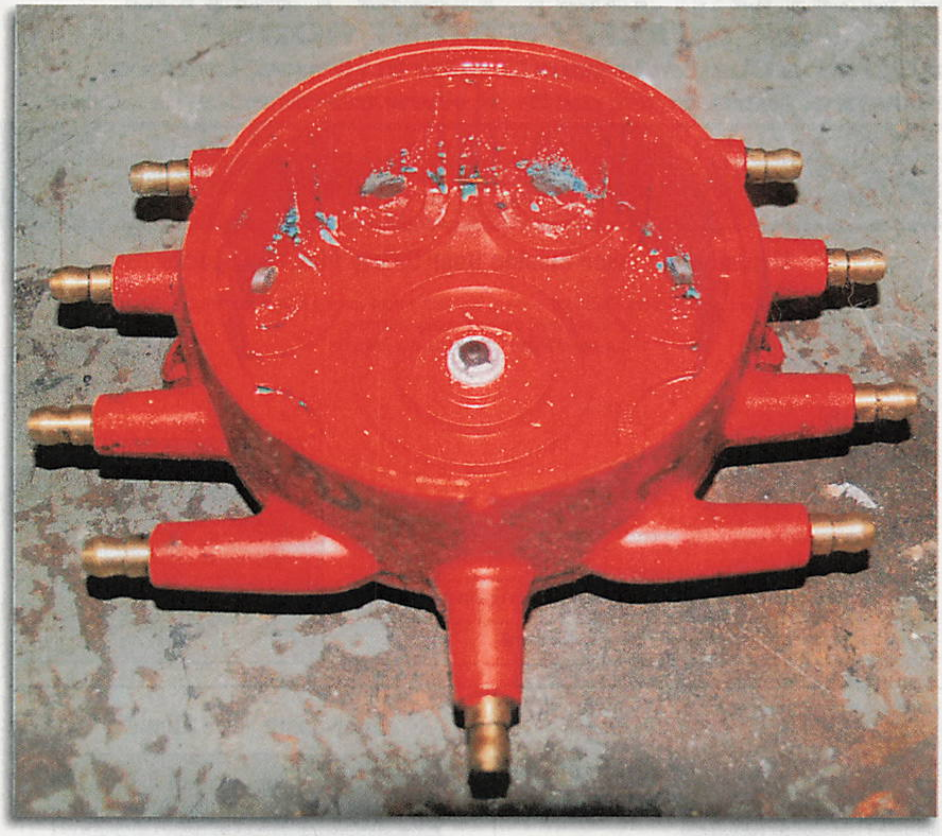
Available for 30-31, 32, 33-34, 35 Ford and 34-35 Chevy

The preferred choice with home builders and pro builders alike.
Recommended by Hercules Hoods.
More choices and best quality by Carolina Custom

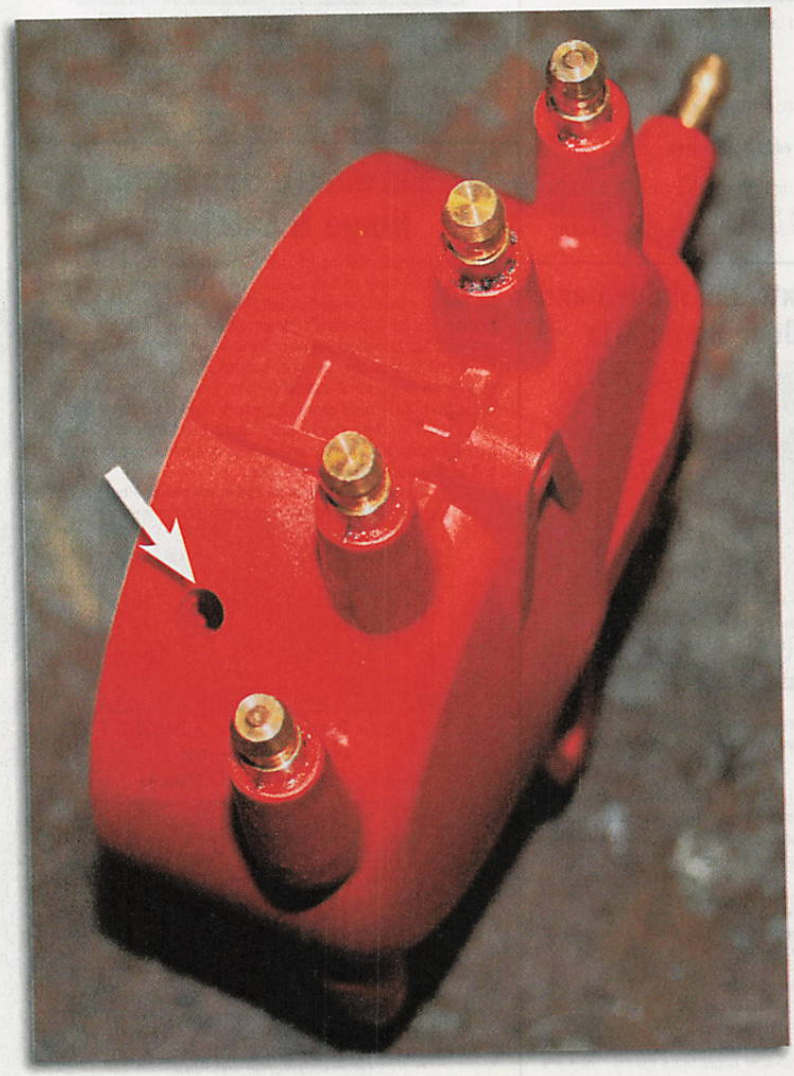
EZ Door Handle Install Kit

These kits make it easier to install door handles when using bearjaw latches. Inside kits are available for either Ford and Mopar Square shank or GM spline shaft. Outside kits are for square shank handles. All kits are springloaded to return handles to original position and come with connecting rods.

Inside Handle Kit (specify square or spline)....$59.95 (2 doors)
Outside Handle Kit..... $59.95 (2 doors)



It looked like moss was growing inside our distributor cap and, under a heavy load, this conductive crud caused the spark to jump to the wrong terminal resulting in a nasty miss.



Drilling a pair of holes in the cap (only one is visible here; see arrow) cured the problem. As this is a front mount Flathead distributor the holes were located 45 degrees from the bottom on each side.

ANOTHER REVOLTING DEVELOPMENT

Some time ago we dealt with the subject of miss-firing engines, an issue we were experiencing along with several of our readers. Although the severity of the problem varied, the source of it in all cases was traced to cross firing ignitions, which was the result of moisture and crud accumulating in the distributor caps. Now it would seem that if there was a problem with moisture in the distributor cap the cure would be to seal it more effectively, but what we found out is that it's more effective to give it a way out and, thanks to Todd Ryden of MSD, we now know why.

When discussing the issue with Todd the first thing he asked was if all those having this issue lived in high-humidity areas and the answer was yes. According to Todd, high humidity means the ignition system is much more susceptible to carbon tracking or spark scatter due to condensation buildup but another problem is called ionization.

Ionization occurs when the air inside the cap becomes electrically charged and the result is spark scatter or crossfire. Ionization is more prevalent in smaller distributor caps and in areas of high humidity, and even though MSD rotors are equipped with high vanes to stir up the air, ionization can still take place. But for every problem there is a solution, and a simple means of prevention in this case is to drill a pair vent holes in the cap to release pressure and introduce fresh air. These holes should be at the height of the rotor skirt, a 1/4 inch in diameter, and positioned roughly across from each other and away from the intake manifold. In dusty conditions screens should be epoxied over the holes—MSD offers a pre-drilled cap for GM window style caps, PN8438. Of course the easiest cure if clearance isn't an issue is the use of a large diameter cap, such as the MSD Cap-A-Dapt, PN 8420 and PN 8445 or the Pro-Cap, PN 7445. SR

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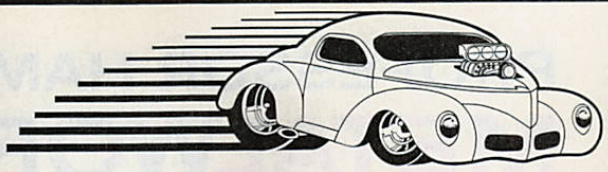

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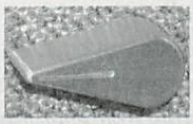


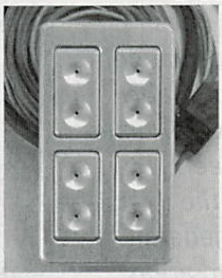
Billet Wire Ports 2 Styles

Wire exit size of 1" wide x 3/4" deep. $45

Wire exit size of 1" wide x 13/16"deep. $40

2-over-2 Illuminated Billet 5-Wire Power Window Switch Kit

New



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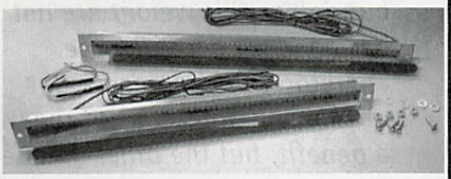
BEST New Safety Related NSRA Product 2008

Award Winning!

Compact Power Cowl Vent Kit

Motor has 10 lbs. of push/pull. Comes complete with brackets, mounting hardware and switch w/ wire leads. Good for tight locations. $99

HUGE Selection of LED Lighting Kits



Taillights, parklights, backup lights, kits for curved and flat surfaces, large and small billet pedestal 3rd brake lights with and w/o T/S's, one-piece taillights and sequential kits, and Hot Dot LED Bolts as well! Check our website for selection.

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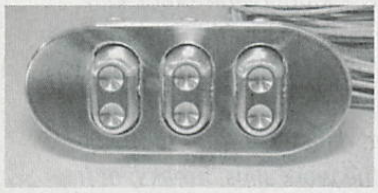
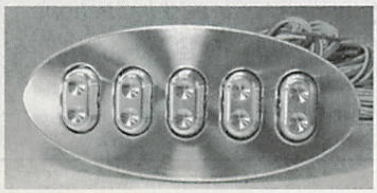
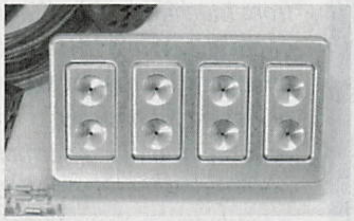
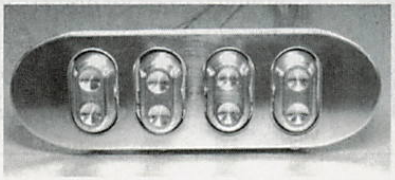




We offer distinctive choices for dressing up your dash or console and give you multiple switching options. Just let us know what you want to do and we'll set it up for you. Switches are rated at 5 amps max. Any necessary relays are sold separately.





The "Hot Dot" All-in-One Ignition / Start / Stop Switch

Hot!

State-of-the-art, chrome, recessed 3/4" Diameter switch has a blue, red or green LED ring to indicate when the ignition is "On". Push and hold the button while the starter turns over and release when the engine starts.
$130

PROFESSOR HAMMER'S METALWORKINGTIPS

BY RON COVELL | covell@cruzio.com

Q. I have seen some new dollies that are made of titanium. Are these better than the old, tool steel dollies?

Peter Adams
Via the Internet

A. *Titanium is considered a space age metal, and it has some unique properties. It is considerably lighter than steel, with the same (or greater) strength. It doesn't rust or corrode, it is non-magnetic, non-sparking, and it's probably no surprise that it is several times more expensive than steel.*

I consider 3 pounds the minimum weight for a general-purpose dolly. Restricted areas inside a car will sometimes force you to use a thin dolly, which may only weigh 1 or 2 pounds, but dollies this weight are not designed for everyday use. Therefore, the lighter weight of titanium dollies is not really a benefit, but the other unique characteristics can make it desirable in certain situations.

Now you can e-mail your questions to Professor Hammer at covell@cruzio.com or send mail to Professor Hammer c/o STREET RODDER, 774 S. Placentia Ave., Placentia, CA 92870. We'll print your name and city unless you request otherwise. Ron Covell has made several metalworking videos, and offers an ongoing series of workshops across the nation covering all aspects of metalworking. Check them out online at www.covell.biz, or call (800) 747-4631 or (831) 768-0705 for a current schedule of workshops or for a free catalog of videos, books, and fine-quality metalworking tools. You can also send a request by mail to Covell Creative Metalworking, 106 Airport Blvd., #105, Freedom, CA 95019.

Q. In the June '09 issue, you gave some safety hints on friction sawing. You said "use gloves, a long sleeved shirt, and a face shield." One problem: have you ever seen what happens when a glove comes in contact with a saw blade? It becomes very, very messy, quick! This can cause a loss of parts of fingers, or worse. Not a good idea!

I have been a machinist for 40-plus years, and have seen the aftermath. Gloves and a vertical saw do not mix.

John Blakemore
Lebanon, KY

A. *You bring up a very good point about the use of gloves when bandsawing. For normal bandsaw operation, no sparks are thrown, and I do not recommend the use of gloves while using a bandsaw unless you are doing friction sawing.*

For the record, I recommend never using gloves when using any machinery with rotating parts or cutters, such as lathes, milling machines, drill presses, or stationary disc sanders. In fact, a good friend of mine lost a finger when he was brushing chips away from a milling machine cutter with a gloved hand, the tip of a glove finger just barely brushed against the cutter, but it snagged, and in a split second, it pulled his hand in. This horrible accident made a lasting impression on me!

Bandsaws are a little different from machines with rotating parts or cutters. While there is certainly an additional risk factor when using gloves on a bandsaw, the cutting action of the blade normally only pushes down, it doesn't usually have a tendency to draw objects into the blade when snagged. Of course any part of your body that touches the blade will be cut, and bandsaw operators have to constantly be aware of the danger zone, and keep well away from it at all times!

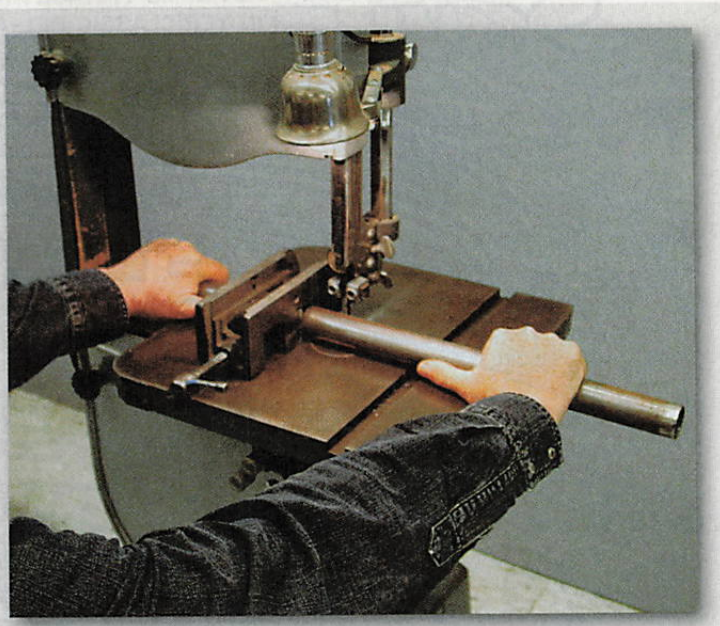
Those who do friction sawing on a bandsaw should have a clear understanding that since they must wear gloves to avoid being burned by the violent storm of sparks thrown off by the blade, they have to work even more carefully, ensuring their hands and gloves are safely away from the blade at all times. It's similar to the guy who drives his '32 coupe at Bonneville at 150 mph, who has to take more safety precautions there than he would when driving the same car at highway speeds.

While we are on the subject of bandsaw safety, there are a couple other issues that everyone who uses these machines should be aware of. The upper blade guide should be adjusted before every cut, to ensure it is no more than ¼-inch above the top surface of what's being cut. The upper blade guide normally has a guard that covers the blade above the work, and the saw should never be operated with this guard removed. By lowering the guide as much as possible, the upper part of the blade is covered to the maximum amount possible, providing a greater margin of safety for the operator. Another benefit of lowering the guide is that it gives the blade better support.

Of course, when sawing thick material, the guide may be several inches above the bandsaw table, and this leaves a lot of blade exposed. I make it a point to position my hands to the sides of the blade when bandsawing, never push work with your hands positioned directly in front of the blade. If the work slips, breaks, or if you lose your grip, your pushing action can force you right into the blade.

Another safety consideration comes into play when sawing round

This is a bandsaw being used in the friction cutting mode. Because of the shower of sparks created by this process, gloves are required, which adds additional safety concerns.



This shows how an upside-down drill press vise can be used to prevent round stock from rotating when being cut on a bandsaw.

stock on the bandsaw. Any stock without a flat bottom must be supported in some way while being cut, otherwise the blade can snag in the work, and in this case the saw can cause the work to rotate, pulling your hands into the blade. This happens in the blink of an eye, and can have disastrous results. I often use a small drill-press vise to stabilize round stock while cutting on the bandsaw. It often works best if the vise is turned upside-down, which allows the entire piece of stock to be supported on the bandsaw table, as shown in the photo above.

There is no way to make a bandsaw completely safe, so the operator must be acutely aware of these hazards, and keep their hands and body safely away from the danger area at all times.

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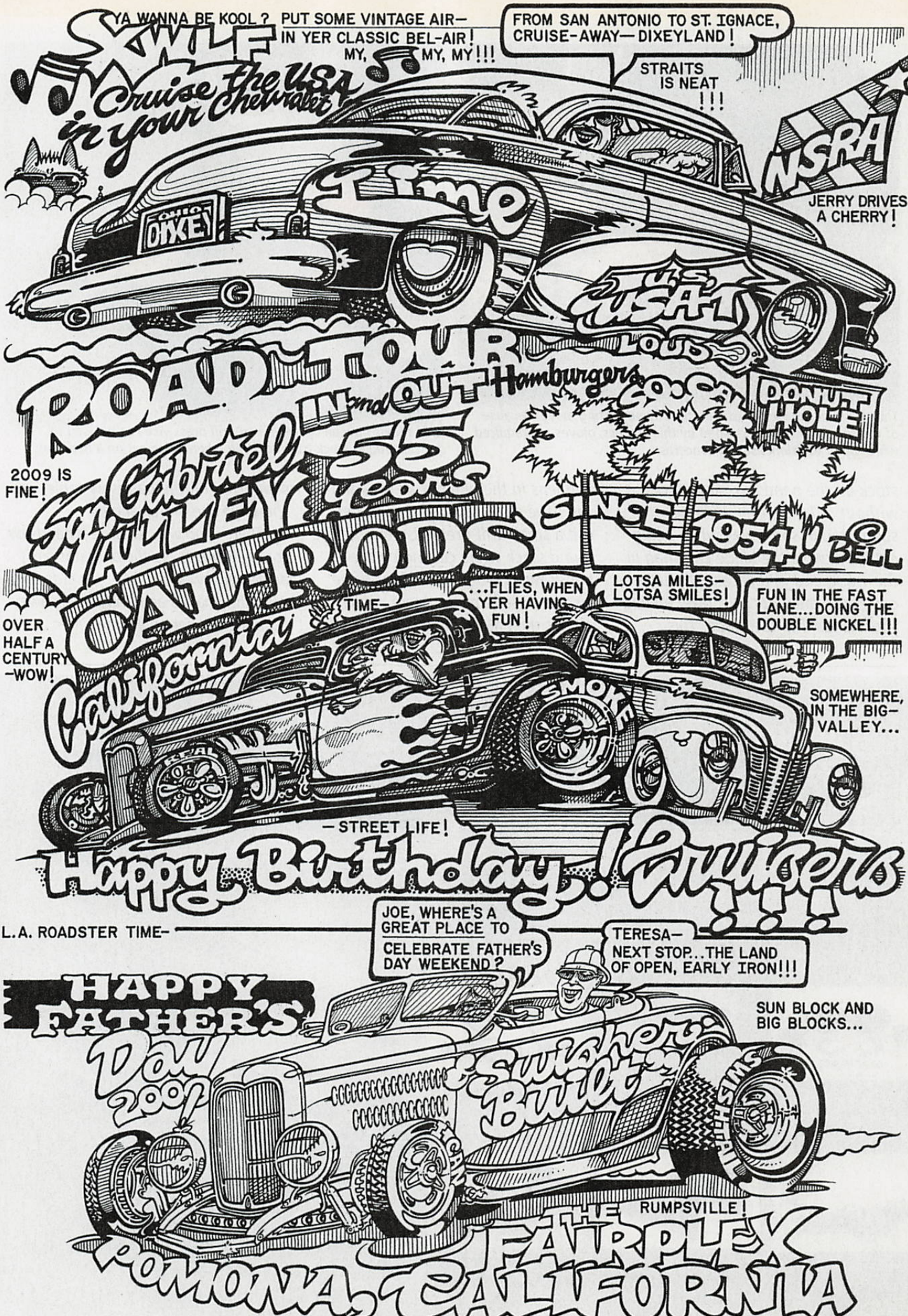
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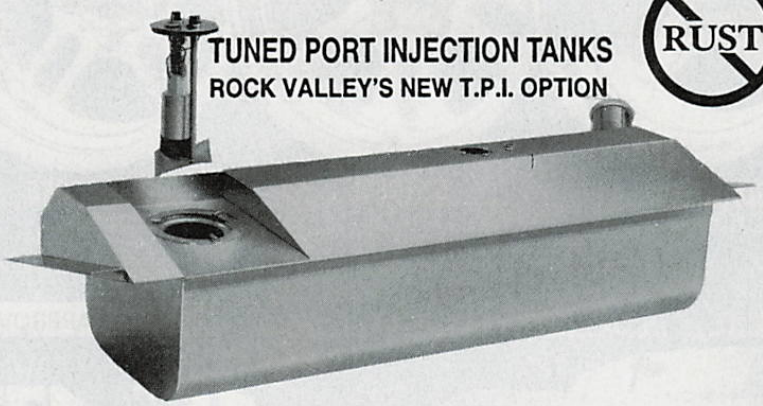

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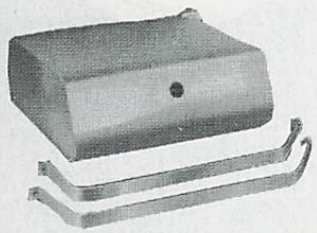
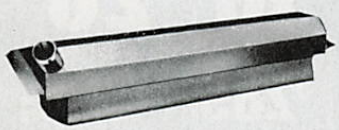
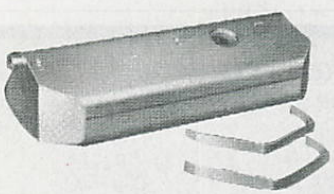




STAINLESS STEEL GAS TANKS
FOR 1953-67 CORVETTE



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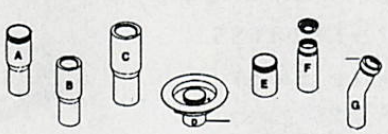
G. EARLY FORD NECKS



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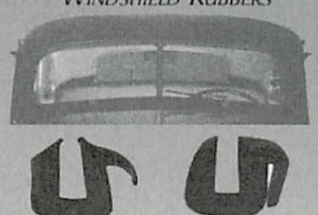

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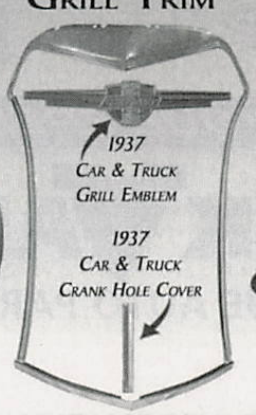

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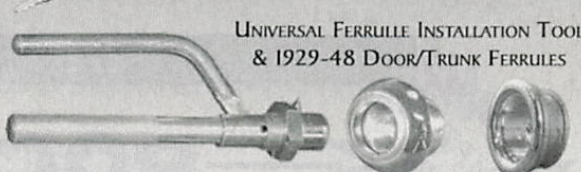

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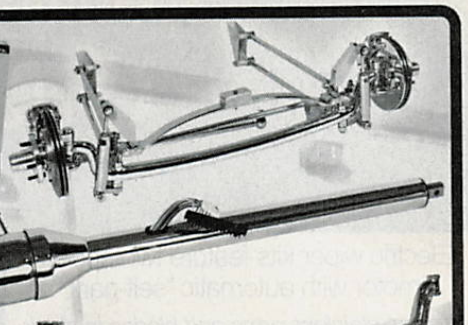

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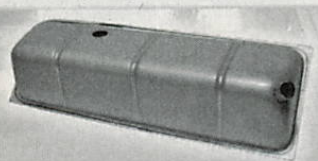

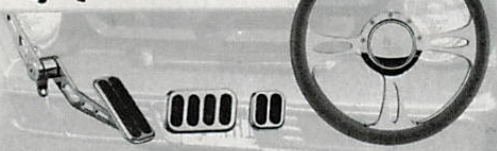

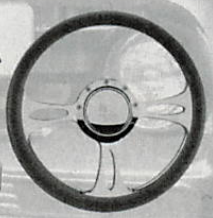

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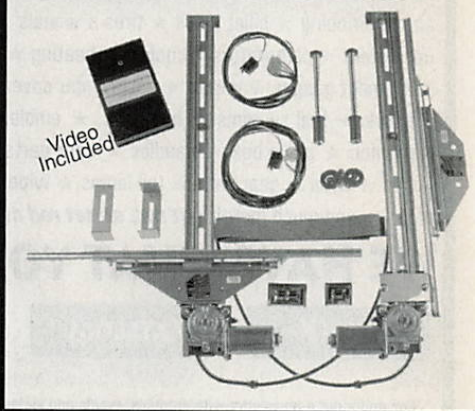

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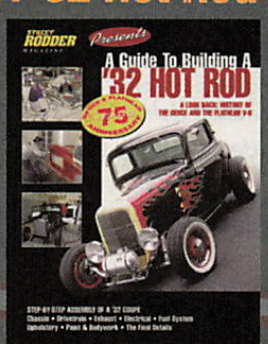
A Guide To Building A '32 Hot Rod



It all started back in 1958 when a young hot rodder named Thomas McMullen bought a Chevy – powered '32 Ford Roadster. And although it would eventually see many incarnations, it was the version that appeared on the cover of HOT ROD Magazine in April'63 that would set the standard for years to come. Tom McMullen would also go through a number of changes throughout the years, beginning with the opening of his first shop, and culminating in McMullen Publishing Co., the flagship of which was our very own Street Rodder Magazine. The roadster was featured in numerous automotive magazines over the years, eventually becoming a milestone car in its own right. It's been restored, cloned, and modernized, but never like this.

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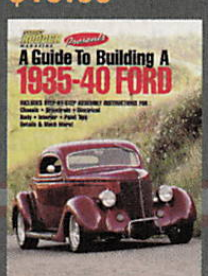

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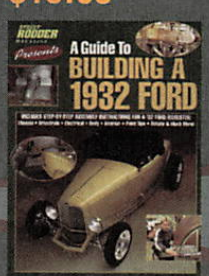

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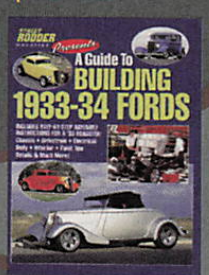

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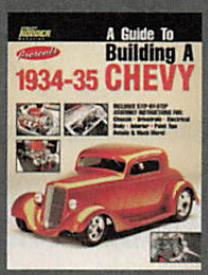

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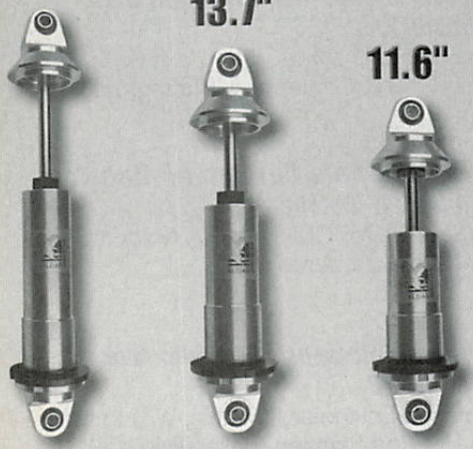

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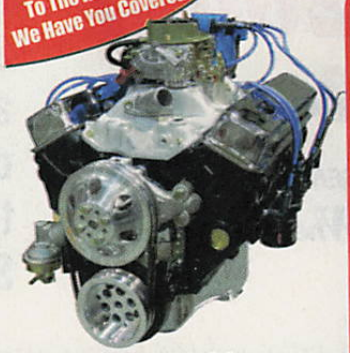

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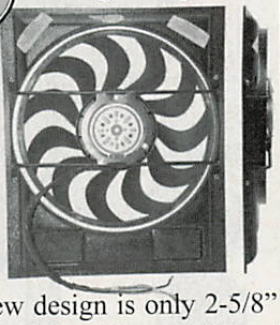

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#4 The Jones Group-Merrill Lynch Tour
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#6 Classic Automobilia Tour
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#7 The Sherm's Custom Plating Tour
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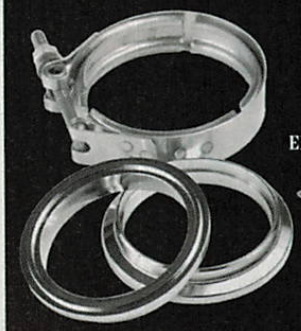

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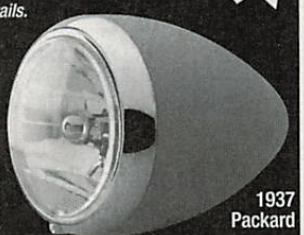

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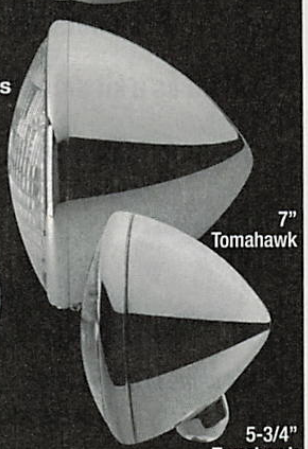

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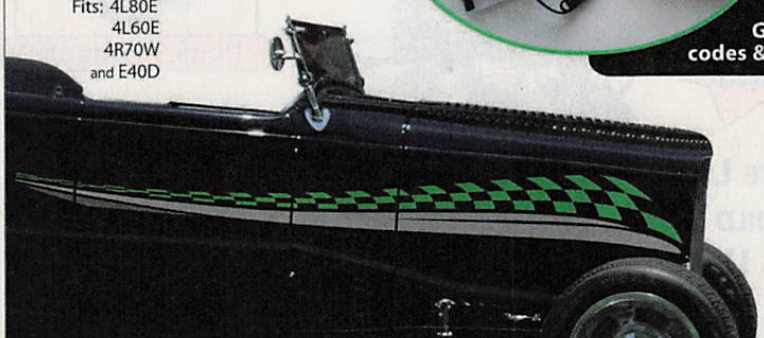

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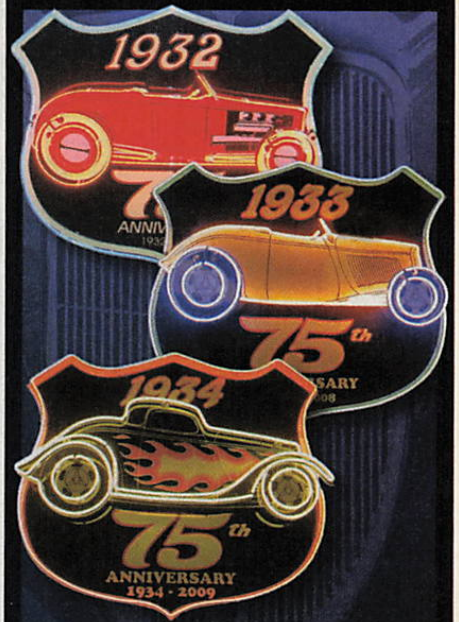

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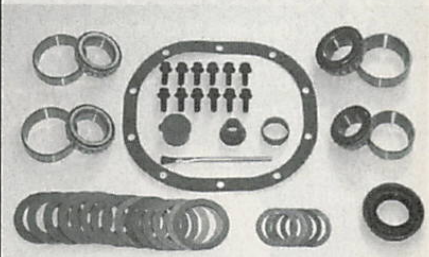

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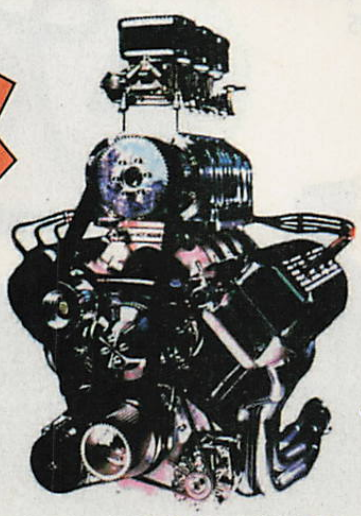

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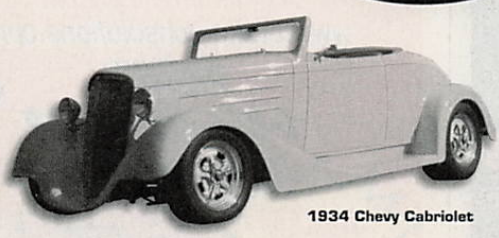

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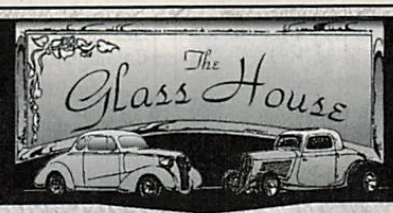

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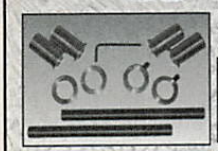

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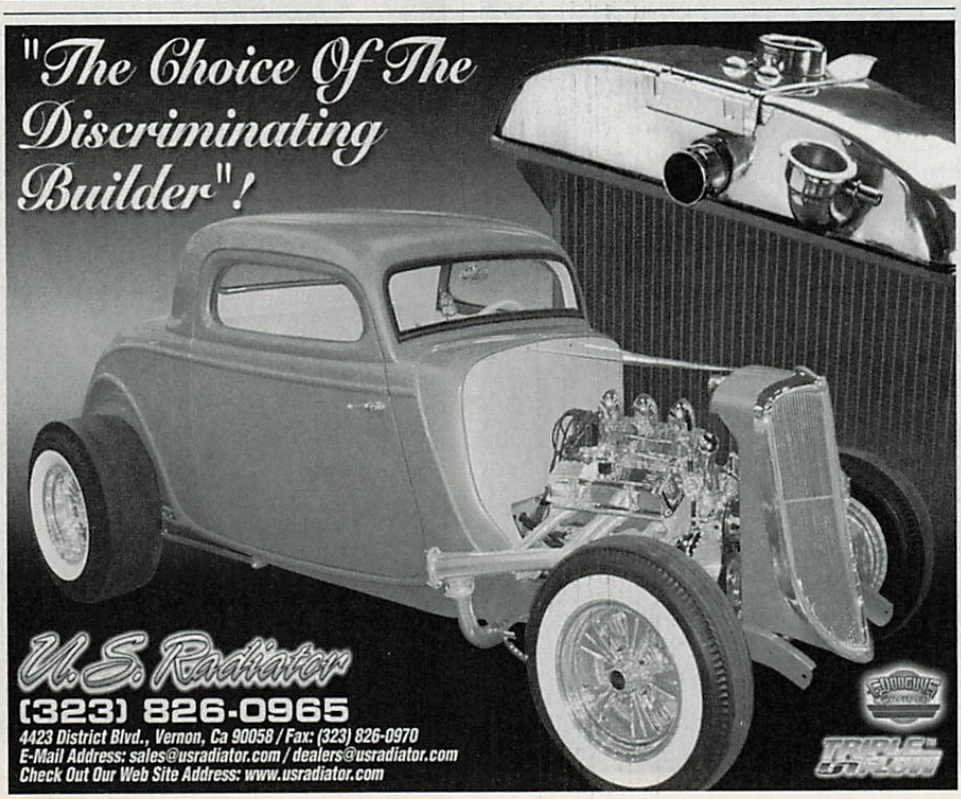

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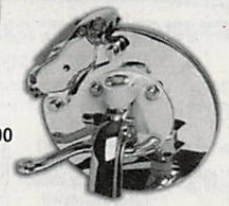

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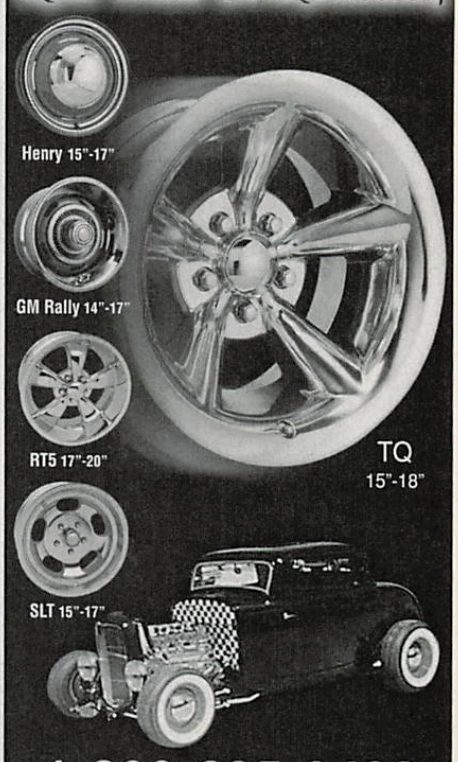

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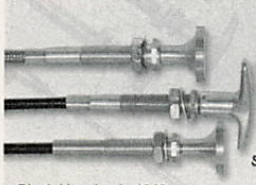

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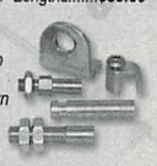

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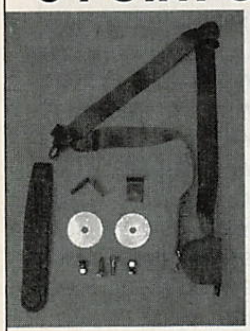

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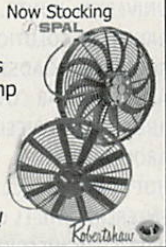

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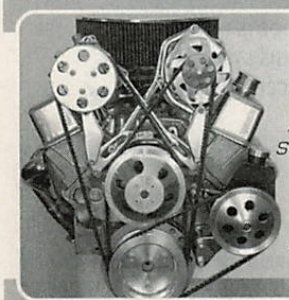

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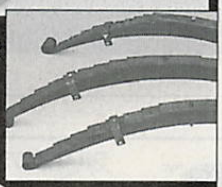

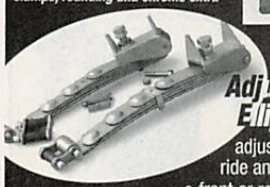

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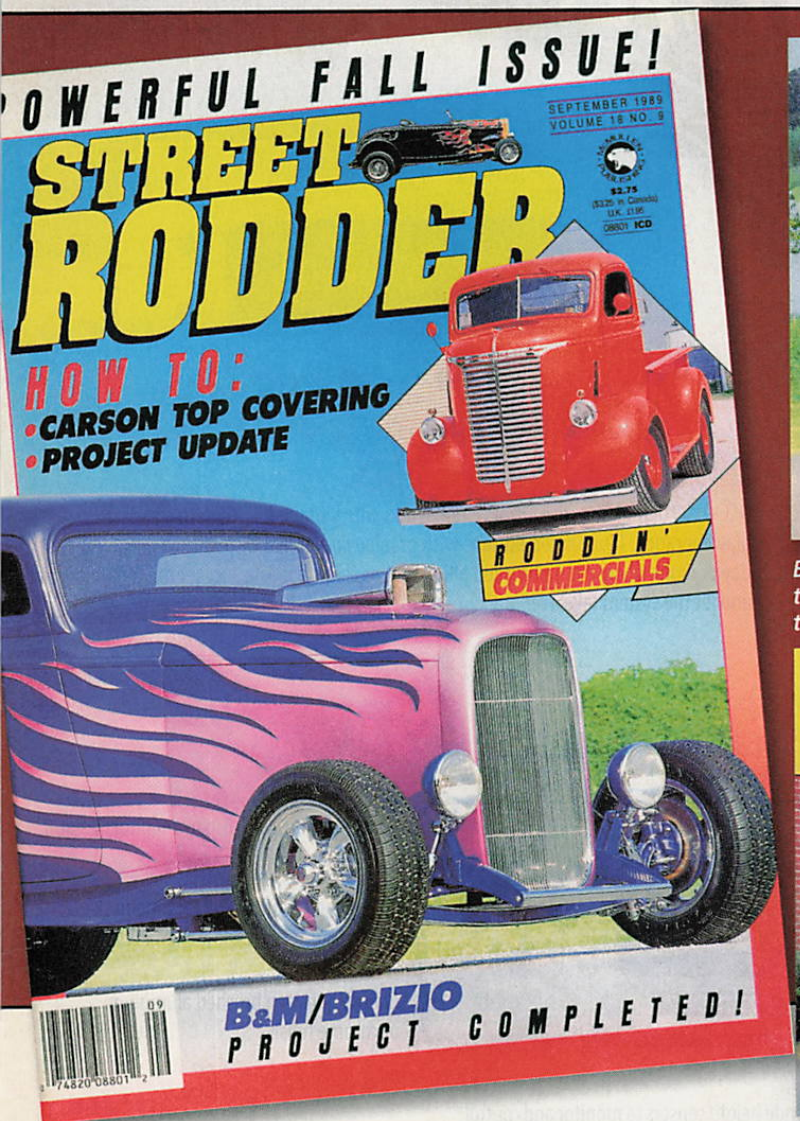
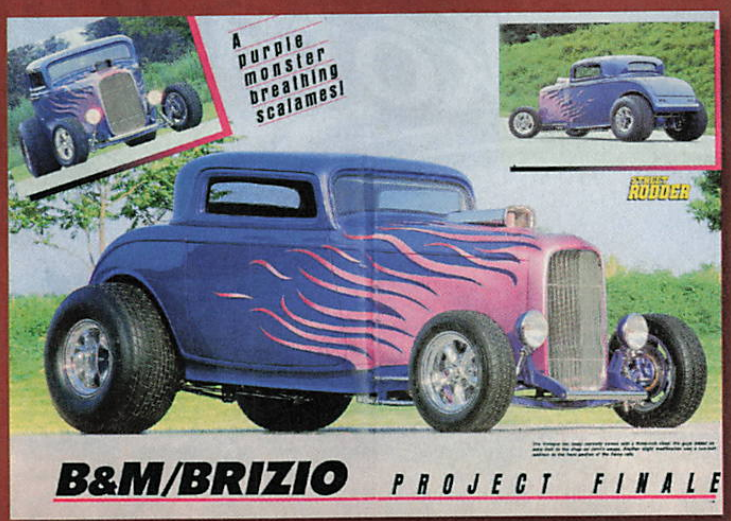
20 Years Ago

BY RYAN MANSON | ryan.manson@sorc.com

IN SRM SEPTEMBER 1989





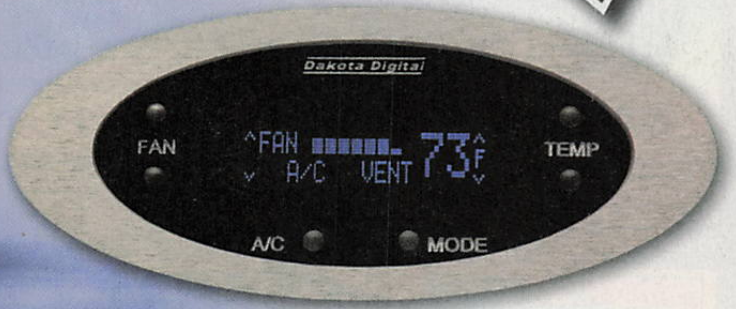
B&M and Roy Brizio Street Rods teamed up with some of the best in the business (Art, Himsl, Thom Taylor, and Sid Chavers to name a few) to build this "scalamed" Deuce coupe for John Mumford.

Gary Vahling's Phat Phantom Phorty-Eight *was inspired on these very pages by Dave Hill's model that appeared in Modeler's Corner in December 1986.*

No longer being held in the town of Paso Robles, but back in 1989, the West Coast Cruise was in its eighth year and still a relatively low-key event given what it became in the later years.

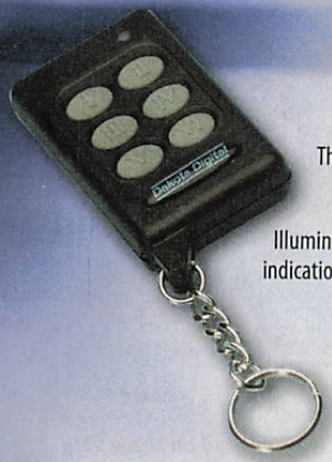
John Conley's '41 Ford convertible had originally been customized in the early '40s before he purchased it and subsequently built it to suit his taste.

Dakota Digital



DIGITAL CLIMATE CONTROLS

DCC-2200 digital climate control system works with Vintage Air's GEN II package. Plug and play operation. Illuminated buttons with graphic fluorescent display provide ease of use day or night. Choose from brushed aluminum or chrome finish. Just set the temperature and let the system take over.



Three ride height presets

Illuminated buttons for status indication and night operation.

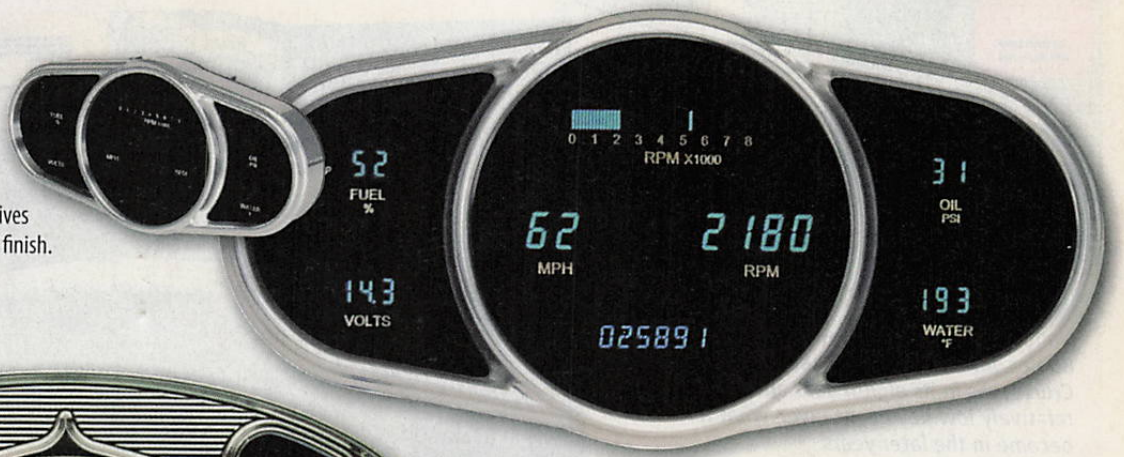
Graphic fluorescent display monitors height.

Full manual control plus easy menu driven setup.

Choose between brushed aluminum or chrome finish.

DIGITAL HEIGHT CONTROL

Revolutionary height controller uses vehicle ride height sensors to monitor and control vehicle height, automatically. Works with any air suspension system. Programmable for slower and faster systems. "Auto Raise" at key on.



VFD SYSTEMS

Elliptical Designer Series Multi-tiered display gives unprecedented 3-D look. Show quality chrome finish.

Retro Tech information systems - a reawakening of the retro artistry of the past, coupled with the cutting edge technology of today.

PAC-2700 ELECTRIC COOLING FAN CONTROLLER

Dakota Digital is proud to introduce the very unique PAC-2700 Electric Fan Controller. The PAC-2700 was designed for the ultimate in flexibility, and to be a simple add-on in any application using an electric fan. Included is a 70amp relay, enough for even the most power hungry of cooling fans. Fully programmable, the PAC-2700 will work with your existing water temp gauge, operating from the temperature sending unit already installed. A dedicated sending unit can be installed for applications without a water temp gauge.

The PAC-2700 features fully programmable "fan on" and "fan off" temperatures to suit any application or personal preferences. The PAC-2700 has the capability to leave the electric fan operating after the engine has been shut down for a user adjustable time. The PAC-2700 offers a full digital LED readout for displaying temperature readings and maintaining simple installation.

NOW 70 AMP READY!

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GEAR SHIFT INDICATORS

Works with all automatic transmissions! Use with all DGS indicators or those built into all Dakota Digital instrumentation systems! DGS-4 Gear Indicator *(right)* matches new ION design. Includes turn signal, high beam, and warning indicator.

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Dakota Digital is proud to introduce the ground breaking lineup of LED replacement tail light systems! For the last 20 years, Dakota Digital has designed and manufactured absolutely cutting edge products for custom vehicles of all types. Combining these years of experience and excellence have fueled the creation of this exciting new offering.

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as low as **$129.99**

EXTREMEWEAVE A lightweight fabric that is heat reflective and UV resistant, but durable enough to handle snow and rain. ***Priced from $169.99***

SUPERWEAVE The premiere outdoor fabric, available in 8 different colors. Choose from black, bright blue, sky blue, green, red, yellow, grey and taupe. Two-tone covers available for an additional charge. ***Single color priced from $244.99-Multi-colorpriced from $299.99***

NOAH This amazing 4-layer material is virtually weatherproof and has a soft inner layer for the "soft touch" to protect delicate paint. ***Priced from $179.99***

CALIFORNIA CUSTOMWEAVE Polyester knit combined with Lycra/ Spandex provides the ultimate contoured fit. Cover has a 100% cotton terry loop inside to guarantee soft protection. ***Priced from $309.99.***

STORMWEAVE Made of Kimberly-Clark "Evolution 4," a durable 4-layer synthetic fabric for harsh, wet and windy climates. Available in Grey, Tan and Blue. ***Priced from $164.99***

MULTIWEAVE II Lightweight, durable cover made of "Multi-bond," a 3-layer synthetic fabric from Kimberly-Clark. Easy to handle. Custom-fit. ***Priced from $129.99***

SOFTWEAVE This 100% soft cotton fabric is treated for water repellency, and is available in either grey, red or black. ***Priced from $154.99 / Red and Black from $204.99***

PLUSHWEAVE We've taken our 100% cotton cov and added a pure cotton flannel lining for true paint-pampering. Treated for water repellency and is available in grey or black. ***Priced from $164.99 / Black from $214.99***

DUSTOP Provides the cushioning advantages of a flannel cover while shielding your car from dust. Half the weight of flannel. ***Priced from $164.99***

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STAY ON TIME WITH OUR PERSONALIZED GARAGE CLOCK

With its diamond plate detail and nostalgic design, this rugged clock is perfect for any garage. Made from rust-free, recycled aluminum and painted in Burgundy, Black, Dark Blue and Grey finishes that will withstand the harshest conditions. Personalized with up to nineteen 1.25" characters (including spaces)-the word "Garage" comes standard on each clock. Clock movements operate on 1-AA battery (included)- and are enclosed in a weather resistant cap. Measures 14.5"(H) x 17.5"(W), and includes eye hook for easy hanging. ***$99.99 each***

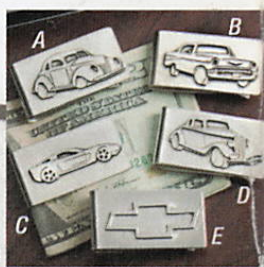
(2077RS)

BS *(2077BS)*

DS *(2077DS)*

PS *(2077PS)*

HANDMADE MONEY CLIPS ARE AS UNIQUE ARE YOUR CLASSIC



These gorgeous sterling silver money clips depict the unforgettable contours of many American classics, with images that will las for decades. Designed and handcrafted by renowne silversmith Rick Sindeband, whose workmanship exemplfies quality other jewelers are judged by. Each custom-made clip measures 1.75" x 1" x 1mm thick. ***$144.99 each***

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*E. Chevy Bowtie (MCL5) *$134.99*

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(G1805011)
$104.99

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The Platinum Jelly Blade provides smoother usage and better flexibility when used to dry your vehicle or household glass and windows. In addition to its patented T-bar edge, the one piece soft-molded 100% silicone construction enables it to contour to most unusual surfaces for easier drying. Excellent for both automotive and household uses. *(20084) $29.99*

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